



FEBRUARY 2024  
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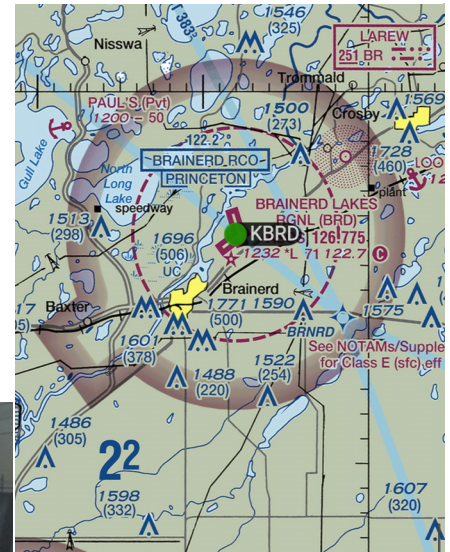


# CAVU Chronicles

## CHAPTER 1610 AVIATION SCHOLARSHIP FUNDRAISER DINNER JANUARY 20, 2024

The ever-persistent polar vortex temperatures invading Central Minnesota the week of January 14 did not deter guests from attending an evening of wine tasting, socializing and great food at the Dennis Drummond Wine Company.

It was our Chapter 1610's first annual fundraiser dinner. The venue was a huge success. The consensus from guests was to schedule this again for next year. I would agree.



### In this issue:

- Scholarship Fundraiser
- Aviation History in Brainerd (well...Nisswa)
- NWS Seminar
- Events of Interest
- Longster Update
- Neighbors in the News
- Mark Your Calendar

Dennis and Jody Drummond and their staff did an exceptional job. They created a warm, First Class ambiance with a full dining menu of delicious comfort food. Topping it off was a wonderful selection of their own vintages of wines for the tasting table.

Judging from what was remaining in the bottles at the end of the evening, it looked like a red blend call House Red was the evening's favorite.



## CHAPTER 1610 AVIATION SCHOLARSHIP FUNDRAISER DINNER (Continued from Page 1.)



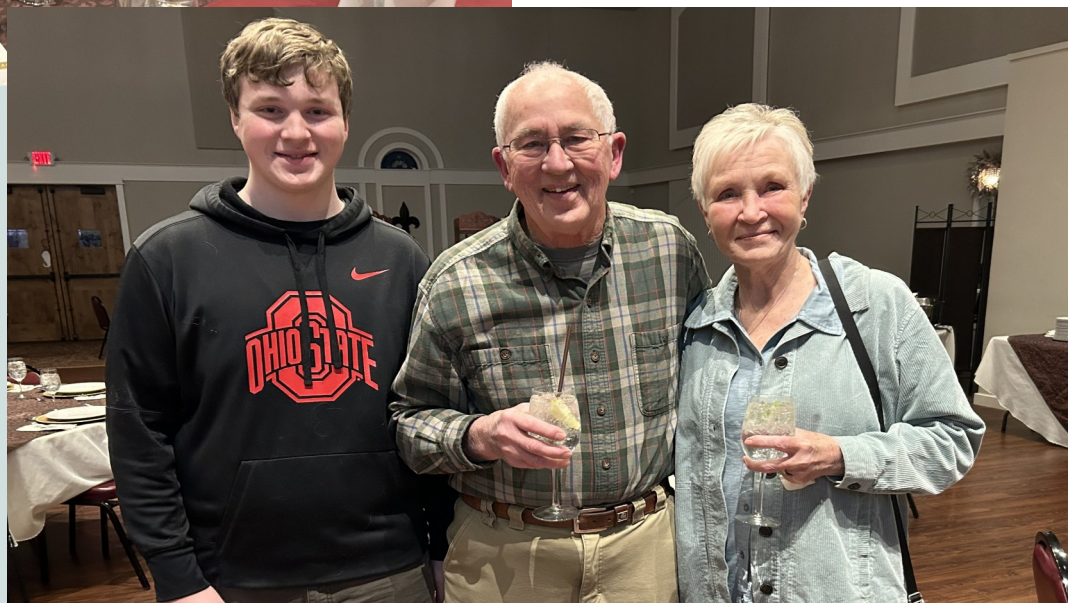
Mark Bearss and  
Mike Petersen



Thank you, Mike, for all the hard work you (and Walt Roberts) are putting into making this scholarship come to fruition.

Corky Seeker, Liz and Adam Siemers

Branden Eberts  
with Dick and Judith  
Piegras



## CHAPTER 1610 AVIATION SCHOLARSHIP FUNDRAISER DINNER (Continued from Page 2.)

A sincere and heart-felt **THANK YOU** is deserving to all our generous guests. You exceeded our fundraising goal of \$1000!!!



Roger Macy, Joe and Michelle Lambert and Trudi Amundson



I want to thank Tom Koop for coming to our event and speaking to the guests about the aviation program he directs and teaches at Brainerd High School.

The curriculum he provides to those young adults really impressed everyone. It is the perfect connection between what we are trying to offer with our scholarship and the seeds Tom is planting for aviation-career hopefuls.



# NISSWA INTERNATIONAL AIRPORT

By Mike Petersen

Did I get your attention? Nisswa International Airport? Ok, I admit I have embellished a bit here but did you know that there once was an airport in Nisswa? Over the years it seemed to suffer from an identity crisis. Some called it the Nisswa Airport, while others called it the Heywood /Gull Airport honoring the original land owner Frank Heywood. The three owners of the field were Gordon Lindstrom, Donald F. Ross, and W.J. Johnston, in conjunction with a volunteer committee of seven interested Nisswa businessmen, established the field in the southwest quadrant of highway 371 and Bar Harbor Road (now city 77). They felt strongly that this airport was important in bringing tourist trade as close as possible to the recreational opportunities of the area.

The 130 acre field was opened in December of 1944, christening the 3,000 foot north south runway. The widow of Frank Heywood was selected for the first flight from the airport flown by Gordon Lindstrom, one of the owners. There were at the time, big plans for the construction of hangars as well as an east west runway.

With the airport officially licensed and open, plans were made for a gala grand opening celebration in July of 1945. John Riedl Sr. established the States Flying Service operating a flight school on the field. States Flying Service also established what is likely the first scheduled air service to MSP. By the summer of 1946 he was flying daily service to the Twin

Cities. Always the promoter, John ran weekly contests in a Twin Cities newspaper to win a free ticket to Nisswa by writing an essay on "Why I would like to spend two days in the vacation area". One time a pair of newlyweds were winners and they decorated the plane with streamers and "just married" signs for the return trip from Nisswa to Minneapolis.

Operating from Heywood Gull, John flew the low altitude power line patrol for Minnesota Power and Light. This 500 mile route, starting in Riverton had to be flown every other week. He logged nearly a half a million miles in this pursuit.

Always busy, Mr. Riedl was also the airport manager at Heywood/Gull. It was very customary at that time that the person who owned the flying service, to also be named the airport manager. He would later come to own the Heywood Gull airport. In 1956 he was named the airport manager at the Brainerd Crow Wing airport and founded the FBO called Airmotive enterprises. That business was sold to his son John Riedl JR. and operated for many years until it became NorthPoint Aviation under new ownership.

But things were not always as rosy as they seemed for the Heywood/Gull airport. Tragedy was on the doorstep.

What could top the grand opening last year? Well of course an airshow! So Sunday July 7, 1946 was to be the big day. Promising formation flying, stunts, spot landings and balloon busting, there would be much excitement for all. Everything was going well until the balloon busting competition mid afternoon. Of the nearly 40 airplanes on hand, 14 chose to participate in the balloon busting competition. Included in that 14 was a PT-23 flown by Joseph Romain of Minneapolis and Carl Olsen, also of Minneapolis. They had been flying in

several other events during the day. Chasing the balloon down to what was likely too low an altitude, their aircraft stalled from about 100 feet and fell to the ground, bursting into flames on impact, witnessed by some 3,000 spectators in attendance. Both men were killed. Ironically the first prize winner in the balloon busting competition was awarded a new rod and reel by the Nisswa Commercial Club.



The hopes and aspirations for Heywood/Gull airport never quite seemed to be realized. The anticipated hangars were not built in any quantity, and the east west runway was never built, likely due to insufficient space. Other ideas were promoted for the use of the property throughout the 50's and 60's. From 1953 to 1959 summers brought stock car racing at the Nisswa Speedway on the airport grounds. During the late 1950's a golf driving range was set up on the airport. In 1960 a rodeo was held at the airport, drawing nearly 3,000 people. In later years the property hosted an outdoor flea market. As late as 1961 the claim was made that air traffic at Heywood/Gull was up 15% over 1960, due primarily to tourists flying in and out.

But in 1963 the first of the land sales of the property was made to build the Superamerica store that is now the Holiday store. The property is now vacant and owned by Stewart Mills III.

One other mystery still exists, perhaps you can help solve it! Using Google Maps, maneuver over to find the property just south of Highway 371 and Cty. 77. It will be fairly easy to find what used to be the

airport runway running north and south. Zoom way up on the center of the property and what will you find? - a white airplane, fairly large to boot! Google lists that photograph as being taken after August 23, 2021. What are the odds at that precise moment the Google photo was taken there is an airplane on the property that has not been used as an airport in over 50 years? A mystery for sure!



## NOAA/NATIONAL WEATHER SERVICE AVIATION WEATHER FORECASTING SEMINAR

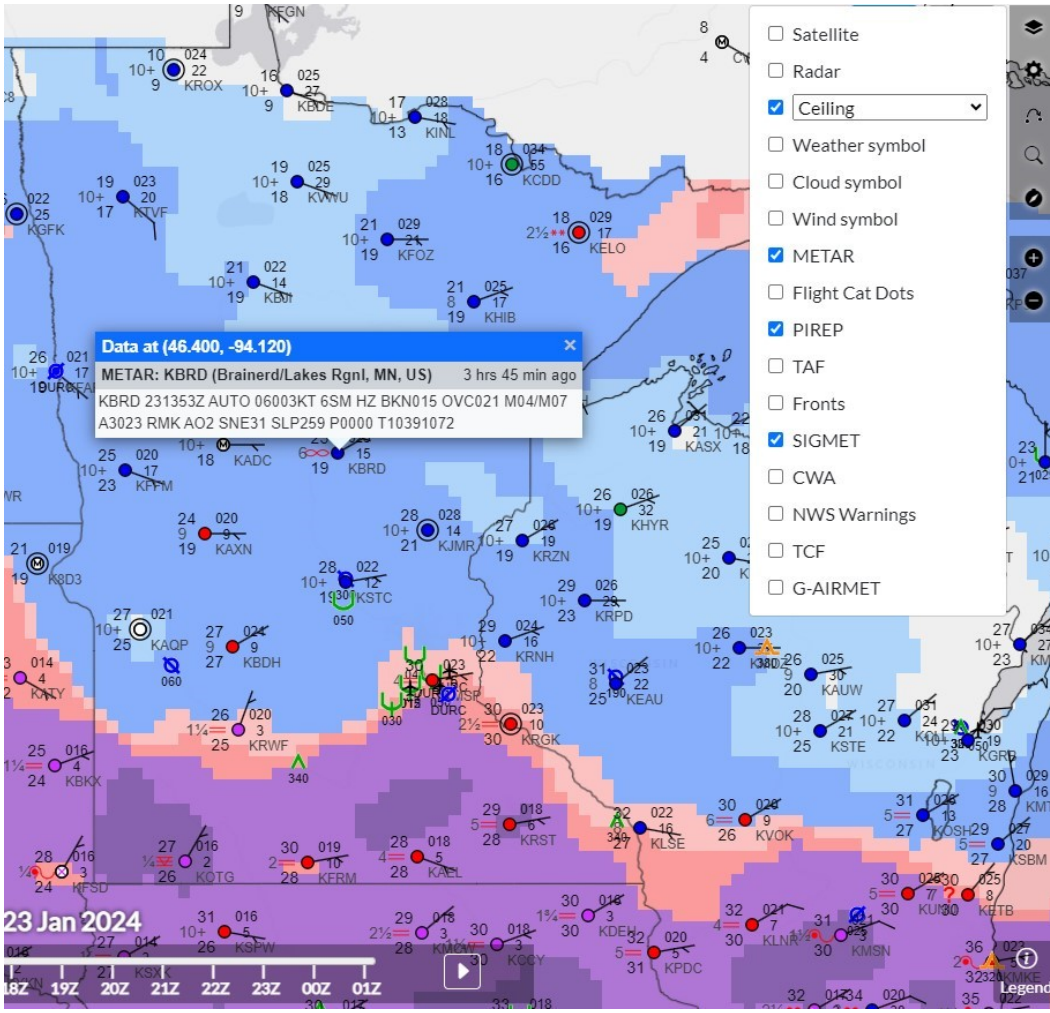
On Wednesday January 10, EAA Chapter 1610 hosted a presentation on aviation weather forecasting facilitated by Kevin Huyck. Kevin is a meteorologist and has been with the National Weather Service in Duluth, MN for nearly 11 years. Prior to his time in Duluth he worked as a transportation meteorologist focusing on surface transportation for a private firm in Grand Forks. He has also worked in broadcasting for a firm in the Twin Cities which provided weather content for radio stations across 15 states in the Plains and Midwest.



Kevin began his presentation describing the impressive data-driven process used by the NWS Aviation Weather Center for creating a forecast. He also explained how AWOS/ASOS reports can vary with visual conditions observed at an airport. For example, the instrument that detects the cloud layers over an airport will report “clear” if they are comprised of water crystals. On the question of TAF versus MOA, Kevin explained a clear distinction between the two. While both are data-driven, TAF is created by a person; MOA is not. In fact, the MOA data is used by a meteorologist to create the TAF.

As you may know, the NWS recently updated their AVIATION WEATHER CENTER website. Kevin provided a real-time tutorial of how to navigate the site to find the current and forecasted conditions. Of particular interest to pilots is the Graphical Forecasts for Aviation page. It is loaded with information! Fortunately, there is a HELP section on how to navigate.

# AVIATION WEATHER FORECASTING (CON'T)



From the  
 AVIATION  
 WEATHER  
 CENTER,



The above image was captured at 1400Z on Tuesday, January 23. The drop-down window shows the various layers this image displays. I was considering going flying. KBRD was reporting winds 060 at 3 kts (NICE!!), visibility 6SM (OK), Haze (Hmm), Clouds broken at 1500, Overcast at 2100 ft. (Uh-oh) However, after advancing the UTC time bar to 1800Z (Noon), those lower clouds depicted in “orange” and purple were moving to the NE. KBRD would become IFR.

Oh well...another day. For more information, go to.... <https://aviationweather.gov/gfa/#pro>

Just for grins, I went on GARMIN PILOT to check the TAF (shown here on the right) and the MOS. The TAF forecast was consistent with the NWS Graphical Forecast. The MOS, interestingly, reported KBRD not becoming IFR until 17:00 CST.

METAR	TAF	MOS	WINDS ALOFT
Brainerd Lakes Rgnl			
Tue 12:00 CST to 03:00 CST <span style="float: right;">IFR</span>			
Wind	120°@5KT		
Visibility	Greater than 6SM		
Clouds	Overcast 800FT AGL		
Wed 03:00 CST to 06:00 CST <span style="float: right;">LIFR</span>			
Wind	160°@5KT		
Visibility	1 1/2SM		
Clouds	Overcast 300FT AGL		
Wx Conditions	Mist		
Expires Wed 06:00 CST			
Internet	3 hrs 27min old	On Airport	

**EVENTS OF INTEREST ON THE UPCOMING CALENDAR.**

**FEBRUARY 24: EAA 745 SKI, FLY-IN, DRIVE-IN PANCAKE BREAKFAST** 9 a.m. to Noon

Benson Airport (6MN9). Drive in, fly in pancake breakfast. Ski conditions are weather dependent. Stop in, warm up and chat. Contact: 651-429-0215

**FEBRUARY 25: SECOND ANNUAL KLAMAR FLY-IN BREAKFAST 2024.**

8 a.m. to noon

Brent Klamar Air Strip in Gatzke, MN Serving pancakes, scrambled eggs, sausage, coffee, juice; Lots of hanger flying; Runways groomed for ski planes. Contact: Brent Klamar, 218-689-4364



**ICEPORT 2024**

**MAC'S Twin Bay**  
LAKE MILLE LACS

**Da Boathouse**  
IN DA BAY

**TANIS**  
AIRCRAFT PRODUCTS  
Aviation Safety Starts with Tanis Preheat

A sincere "Thank You" goes out to [Tanis Aircraft Products](#) for their continued generous support of this unique, family-friendly event. Tanis prize drawings will be held @2pm inside Da Boathouse restaurant. (Please register inside the restaurant)

For the latest ICEPORT event updates, please visit:  
[Facebook.com/createlift](https://www.facebook.com/createlift)

- Pilots monitor: 122.9
- No fee for this event (Donations are highly encouraged to offset Mac's Twin Bay plowing expenses)
- Plowed iceway. Skis & wheels welcome.
- GPS coordinates: 46.17N/93.48W

"Look for the orange safety cones depicting the landing zone"

**VENUE:** ICEPORT 2024 Fly-in Brunch (Lake Mille Lacs, MN)  
**DATE/TIME:** Saturday, March 2nd, 2024 10:00am - 3:00pm  
**LOCATION:** Da Boathouse/Mac's Twin Bay [www.macstwinbay.com/da-boathouse-restaurant](http://www.macstwinbay.com/da-boathouse-restaurant)

**MARCH 2, 2024: ICEPORT 2024!**

**MARCH 9, 2024: AITKIN SKI PLANE AND WHEELS FLY-IN** 10 a.m. to 2 p.m.

Aitkin Airport (KAIT) Fly to Aitkin with a Ski Plane or Wheel plane and enjoy a delicious hotdog and bowl of chili. Land with skis on the groomed snow runway 8/26 or wheel landing on runway 16/34. Get the winter rust off and fly to Aitkin for lots of food, fun, and camaraderie with fellow pilots and aviation

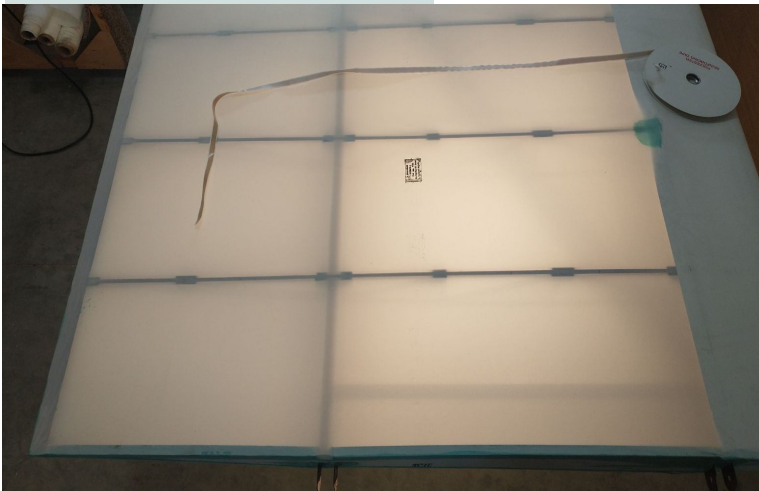


## EAA CHAPTER 1610 LONGSTER PROJECT: STATUS REPORT

A lot has been happening lately with the Longster. To begin, I just finished insulating my 1-car-garage bay and installed a 5000W heater making it a very comfortable work-space. Since I am fully retired, I offered up this space and my unfettered time towards making some progress in getting the wings finished. So, on Saturday January 6, Rollie, Joe, Michelle and I loaded them up in a trailer and moved them to my address.

The first order of business was to finish the last two shrinks; one at 300-deg and the final at 325-deg. As the fabric tightened up, it was noticed the aluminum along the leading edge buckled in a few places where screws secured it to the frame. To mitigate this, these screws had to be removed from underneath the fabric. With Joe's coaching, I ended up removing 8 screws which solved the buckling problem. Thanks, Joe.

The next steps: place 1/2 inch reinforcement tape where the fabric contacts the ribs. To make it easier to center the tape strips over the ribs, a flood-light was placed underneath the wing.



Once the reinforcement tapes were applied to both sides, the next step was to secure the fabric to the ribs using #4 Truss-head screws. These were placed into each rib with 6-inch spacing.

After that, 2-inch wide fabric strips were adhered over each rib with EcoBond.

There is still a lot to do.







On “Longster Night” January 18, Dick Piegras, Branden Eberts and Joe Lambert provided the extra manpower to finish placing screws and start applying the 2-inch wide strips of fabric, and help get the first layer of fabric over the second wing, shown above. In summary....progress continues.



For those who wish to help with this project, we meet the first and third Thursdays of every month, starting at 6:00 pm.

The new address where the wings are being completed is...

37233 Bonnie Lakes Rd  
Crosslake, MN



## IN OTHER NEWS...FROM THE BRAINERD LAKES AREA

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

It was decided at the January 13th monthly meeting that Chapter 1610 will actively support & participate in the June 15 Pine River Airport Open House event. What type of activity that looks like is yet to be determined. The Pine River Lions Club notified Dave Koenig they are unable to provide a pancake breakfast. Other options being looked into are:

- A pancake breakfast hosted by the Civil Air Patrol
- Food Truck vendors; one with a breakfast fare and another with a lunch fare.

KPWC still has 3 open hangar lots for lease at less than \$400 per year. There is a plan to add a new hangar area but that would not be available until 2025 at best. Anyone interested in building on PWC should consider securing a lease.

**From Rollie Noordmann's Garage in Merrifield, MN.**

Rollie was "gifted" with a new aviation-focused project. Yes...one can say it is deemed a "fixer-upper." And Rollie assured me it DID come with wings. How many of you know the make and model of this unique aircraft?



**?AFTER?**



**From the Aitkin Flyers** contributed by Joe Lambert

The Aeronca Chief being restored at KAIT is also making steady progress, looking more and more airworthy every week. Nice work!!



## 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](mailto:mgbearss@gmail.com)

◆ Text to 952-818-9986

And finally, the contact information for Chapter 1610 has changed.

## MARK YOUR CALENDAR

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

**February 10: Regular Chapter Meeting**

**March 2: Iceport 2024 at Lake Mille Lacs**

**March 9: Regular Chapter Meeting**

**March 9: Aitkin Flyers Ski Plane & Wheels Fly-In**

**April 13: Regular Chapter Meeting**

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

**May 11: Regular Chapter Meeting**

**May 24 & 25: 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**



## ON THE 'LIGHTAIR' SIDE

