



December 2022
Volume 1, Issue 3



CAVU Chronicles

REMINDER TO MARK YOUR CALENDAR!

FAATeam
Safer Skies Through Education



FAA
Aviation Safety



When: **MONDAY, DECEMBER 12th at 6:00 PM**

Where: **BRAINERD LAKES REGIONAL AIRPORT
DEPARTURE LOUNGE**

What: EAA Chapter 1610 is hosting a Safety Seminar presented by
NICK HALATSIK and TROY SIEKAS, MN FSDO

- What brings planes down every year?
- Memory aids for engine failure: Gear, up or down? Flaps, yes or no? Door, open or closed? Decisions-decisions!
- Fly it all the way to the stop & keep it level.
- Get away from the fire!!
- Leave “bread crumbs.”
- You just executed an emergency landing in a very remote corn field. Now what? Who do you call?
- Ballistic parachutes: The hazards of the “hot” and deployed BRS.

In this issue:

- FAASeminar
- Aviation History in Brainerd, MN
- “Checklist Schmeklist”
- Holiday Party
- Longster Project Update
- Social Media Update
- The ‘Lightair’ Side

This seminar is **WINGS Certified**. Refreshments will be available.

AVIATION FINALLY FLIES INTO BRAINERD

By Mike Petersen

The headline on Monday August 11, 1919 screamed of the first air flight to Brainerd. While the airplane of Dr. Frank Bell was on display and actually flown IN Brainerd during 1912, (November CAVU) it was not actually flown TO Brainerd but arrived on a truck. In the nearly seven years that had passed, World War 1 made aviation known to Brainerd only through newsreels. With the exception of one Army Triplane trucked in for display during 1918, there was a long drought of anything aeronautical locally. That drought was about to come to an end for Brainerd.

War surplus Curtiss Jenny airplanes could be had for a very small sum and aviators everywhere were scrambling to find a way to make a living flying. Ultimately this led to what is today known as barnstorming, and Brainerd was most certainly a place where citizens hungered for all things aviation. So it seemed that in the summer of 1919 the race was on to bring aviation to north central Minnesota.



On Saturday August 9, 1919 Mr. J.P. Ernster of Minneapolis and his pilot Walter Bullock set out from north Minneapolis on a journey to Brainerd in a war surplus Curtiss Jenny owned by Mr. Ernster and rebuilt by Mr. Bullock. Previously having been the president of the Brainerd State Bank Mr. Ernster had other relatives in the Brainerd and Deerwood area. Mr. Bullock would go on to become a well known pilot in this area, marry a Brainerd girl, and became one of the first pilots for Northwest Airways.

Flying northward for nearly an hour and a quarter they arrived over their intended landing field in northeast Brainerd. For whatever reason they determined that this landing spot was unsuitable and they circled Lum Park and the Northern Pacific shops until landing a half mile east of the shops near the Dodd farm at about 8 pm. Greeting them were Mr. Ernsters wife and two children, his parents who lived in Brainerd, and two brothers, one of which, H.J. Ernster, was an "air minded" Deerwood banker. He was working on assembling his own "hydroplane" in a hangar on Serpent Lake and would fly it later in the fall. In a manner of speaking the duo of Ernster and Bullock may have delivered the first "air mail" to Brainerd. While not under the auspices of the US Postal Service, Mr. Ernster carried two hand-written messages from Mr. L. M. Depue, a Minneapolis banker to Dr. R. A. Beise former mayor, and W. H. Crowell, a prominent local attorney.

Saturday evening and Sunday was spent with Mr. Bullock giving prominent local citizens their first airplane ride. Among those enjoying the freedom of flight would be Dr. Joseph Nicholson, Mrs. D.E. Whitney (the first woman to fly in Brainerd), John F. Woodhead, G. F. Mitchell, and H. J. Ernster, brother of the aircraft owner. Mr. Henry Rosko also took what is presumed to be his first airplane ride and would later go on to own an aircraft and his own small airport in south Brainerd. Mr. Rosko commented, "she sailed clean and steady and the and air seemed to offer fewer navigating difficulties

than some roads I have covered on earth". All but one of the passengers enjoyed the flights immensely and even he remarked that it was still a great experience after he got out and started feeling better.

Much like the 1912 spectacle of an airplane in town, the flights this weekend would attract much local attention. The Brainerd Dispatch reported: "Sunday flights were enjoyed in the late afternoon and evening and throughout Brainerd and the countryside necks were craned watching the airplane. In some sections the evening's milking was seriously delayed. Cars lined Oak street road and collisions were narrowly averted, drivers gluing their eyes on the air flight and forgetting their own cars."

On Monday August 11, the Jenny took off for Little Falls, having been offered \$100 for a flight and exhibition at a homecoming celebration at which it was reportedly a big hit.

So ends the saga of the first aircraft arrival in Brainerd, but 1919 continued to be a year of aviation firsts for our area. Aviation in those years was new and relatively untested. Add to that a mix of old, poorly maintained aircraft and the recipe is ripe for accidents. Believed to be this areas first significant aviation accident took place only 9 days later on August 20, 1919.

Pilot John Eddy, arriving in Brainerd from Morris Minnesota actually collided with a five passenger Buick owned by Dr. J. A. Thabes at a landing field



Curtiss JN 4 "Jenny"

near Oak Street. The story goes like this: Arriving from Morris en route to Bemidji, Mr. Eddy performed an impromptu airshow and successfully landed in the field. Upon his departure later in the evening he took off and came back low over the field, presumably to gain more speed for the climb. With the low evening light turning to dusk, Eddy failed to see the Buick of Dr. Thabes parked alone in the field. As he was trying to climb he hit the Buick and sheared off the windshield, the steering wheel and the top, crashing to earth in a nose dive with the wing and propeller broken. Fortunately no one was in the car and pilot Eddy escaped injury.

Dr. Thabes when contacted later said, "he carried every kind of insurance except collision and at that, had he taken collision, he would certainly not have anticipated an aeroplane crash."

The remaining months of 1919 included many notable events including Dayton's delivery to Brainerd by air, flights at the Crow Wing County Fair, and the crash and loss of the Ernster Jenny in October. All of these things only further excited the public as they became what was termed "Air Minded." The Roaring 20's was indeed going to be roaring with aviation!

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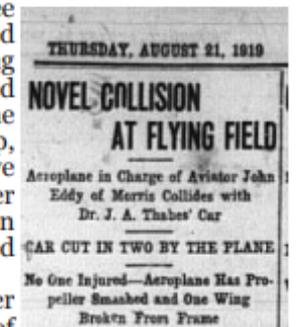
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TRAIN SMART, FLY SAFE

“Checklist Schmecklist”

By Trudi Amundson, FAA Team Representative

Many years ago, I was considering a partnership in an airplane and the day arrived for a test flight/discussion. The owner slid into the Pilot seat and I got into the plane. No pre-flight was initiated as she said she had performed a pre-flight before I got to the hangar.

As we buckled up, the pilot began her “starting procedure” without the use of a checklist. I was stunned as she was the first pilot I had ever flown with that did not use a checklist. I decided to question her about her lack of a procedure I considered extremely important.

She replied, “Checklist Schmecklist. I have done this thousands of times. I don’t need it.” That did not sit well with me at all!! Schmecklist??

The flight was non-eventful. I was struggling with what to say to her about the lack of using any checklist when she asked me what kind of flying, I did and I replied that I did a lot of dog rescue. She replied, “Oh, that is a problem. No dogs allowed in my plane. That told me a few things right away. I did not buy into the partnership.

So, why do we use checklists?

The use of checklists (introduced in the 1980s for the airlines) has proven to reduce aviation accidents. We are trained to use them in all phases of flight. Using a checklist prevents having to rely on your memory. Even if your memory is excellent, it would be easy to forget something. What is the outcome if you forget to set the DG to the compass or you forget to lower the landing gear? Both will be challenging and may not have the best outcome.

The fatalities from 1983 to 1993 were 279 deaths directly related to improper or no use of a checklist. A stupid way to end one’s life.

The most common mistakes with checklists are;

1. Failure to use a checklist nor matter what phase of flight

Simple remedy: Use a checklist always

2. Improper checklist, (use of the wrong checklist.)

Simple remedy: Have the proper checklist in your plane AND your flight bag.

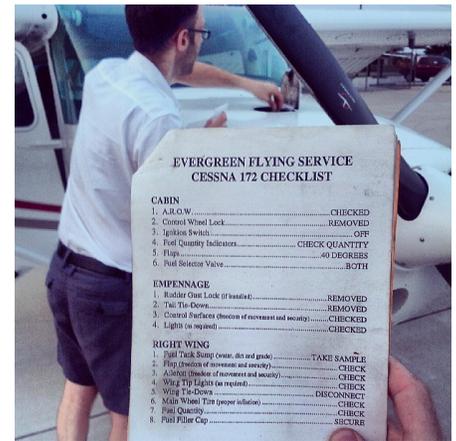
3. Interruption of the flow of the checklist, and failing to start over.

Simple remedy: If interrupted, start over.

4. Overlooking a checklist item or items.

Simply remedy: If alone, read the checklist out loud and say “check” when the item is completed. If you have a co-pilot or passenger, use them to read checklist and you reply with what you will do and end with “check.”

As pilots and especially with passengers, it is our duty to do everything we can to ensure a safe, enjoyable, non-threatening flight. Use your checklist!!



MARK YOUR CALENDAR: OUR HOLIDAY PARTY WILL BE HELD SATURDAY, JANUARY 14, AT THE WINGS AIRPORT CAFÉ.

Mark Nesheim, chef & baker extraordinaire with his great staff will be serving up one of their not-on-the-menu specialties for our annual holiday gathering.

Festivities will begin at 6:00 pm.

Continue to check the Chapter Events section in our website as more information becomes available.



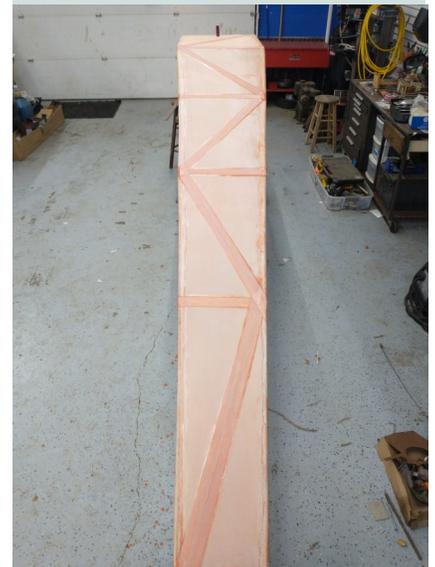
EAA CHAPTER 1610 LONGSTER PROJECT: STATUS REPORT



Work continued through November applying reinforcement tape to the fuselage. These are the darker-colored strips seen in the photos. This is a tedious process required wherever the fabric contacts the 'skeleton'. There are plenty more sections to complete including all the pieces that comprise the tail.

Wings: If you want to see what lays ahead, take a look at this YouTube video that provides detailed instructions for performing Rib Stitching. The techniques starts at about 14 minutes into the video. It is quite the process!!

https://www.youtube.com/watch?v=dpoJT6o_pRU



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.



MORE ON THIS STORY

More about Leslie Long and his aircraft can be found in the following:

1. “Leslie Long: The Airplane Years” by Art Redman. Published July 2013 in *NW Vintage Radio Society Call Letter*.
2. “Longster Wimpy” by Frank W. Beatty. Published August 1996 in *Model Aviation*.

The photo to the right is courtesy of the Oregon Aviation Historical Society.

WHO IS THE FATHER OF THE HOME BUILT AIRPLANE? PART 2: WAS IT LESLIE LONG?

Les Long completed building his first airplane in October of 1929. Dubbed the Long Longster, “it was designed for simple, affordable and safe sport flying.” A second version had a strut-braced midwing and powered by a 35-hp Anzani three-cylinder radial engine. This became one of the most popular designs in *Modern Mechanix and Inventions* magazine. Les did some experimentation with wing position, trying a parasol wing and a low-wing configurations. He settled on low-wing design as the most effective. A 1931 EAA issue of *Flying and Glider Manual* (pictured left) featured the Low-Wing single-placed, open-cockpit version of the Les Long Longster. The article included complete construction drawings which illustrated spars, wing and aileron attachments. He also sold airplane kits.

Over the next seventeen years, he designed and built eleven single-placed planes, called “Longsters”. Each weighed over 425 pounds and became known as “light planes”. The parasol-wing versions he is known for are the Henderson Longster and the Anzani Longster. However, the most successful and most copied of his designs was the low wing Longster Wimpy. The one pictured below was actually built by Les in 1935.



Les is not only credited with 9 different home-builder designs and 11 constructed airplane, he also wrote aviation articles for publication that defended the rights & privilege of aviation enthusiasts to build and fly homebuilt airplanes. This is because in 1935, “the American Bureau of Aviation restricted homebuilt construction of aircraft.” Not to be deterred, a small group of Oregon-based homebuilders, known as the ‘Beaverton Outlaws’ continued the practice. The Longster was adopted as the official aircraft design by the promoters of homebuilt experimental aircraft.”⁵

Continued from Page 6:

Les was also the founder of the Light Plane Association of America. “In 1969, Air Progress called Les Long and his Longster, ‘the plane that saved homebuilding.’ Every experimental aircraft of today can look back to the contribution to their freedom of flying of Les Long.”⁶

Just for the record, I am not advocating which aviation pioneer is best suited for the title “Father of the Home Built Airplane.” In fact, in my research I discovered a THIRD name: Edward Bayard Heath.

After building his first prototype of the Heath Parasol in 1926, plans of Edward’s single-seat and 2-seat designs were popularized in 1929 *Modern Mechanix* magazine, then later reprinted in 1930, in the EAA *Flying & Gliding Manual*. In 1931, the magazine *Popular Aviation* ran a 7-part series on “How to Build the Heath Parasol.” “Heath is remembered today for having helped pioneer the homebuilt aircraft industry and having introduced the kit concept of packaging the materials needed to build an aircraft.”⁷ His aircraft company evolved to become Heathkit, known today as a manufacturer and distributor of amateur radio and other homebuilt electronic kits.

In summary, all three of these aviation enthusiasts built and flew their airplanes, published or sold their plans in aviation magazines, and created kits for homebuilders. All three, in their own unique way, contributed to the growth and development of the home built airplane.

I would encourage you as our readers to please chime in with your viewpoints and, perhaps, submit your “editorial” on this topic for the next issue.



AN EXCERPT FROM THE CHAPTER 1610 NOVEMBER 2022 MEETING NOTES

Mark your calendars with the following events scheduled for 2023:

- May 6, 2023: Breezy Point Fly-in. We will have a sign-up tent for Young Eagles and Eagle flights scheduled for May and June
- May 20, 2023: Young Eagles Event, Brainerd Airport
- May 27-28, 2023: Brat sale fundraiser at Crosslake Ace Hardware
- June 3, 2023: Eagle Flights for adults, Brainerd Airport
- July 19, 2023: Hangar party at Hangar 60 Brainerd Airport
- September 9, 2023: Poker Run

There may be additional Eagles and Young Eagles events scheduled later in the summer depending on weather cooperating. Additional chapter events may be scheduled as summer approaches.

3. “The Story Story” by Ron Wanttaja. Published August 2001 in *Stories and Hanger Flying*.

4. “Concept: Can a Long “Longster” be Built as a Legal Part 103 Ultralight?” by Oscar Zuniga. Published March 2009 in *EAA Experimenter*.

5. “Restored planes to highlight ODA’s centennial” by Damien Sherwood. Published February 19, 2020 in the *Cottage Grove Sentinel*.

6. “OAHS Anzani Longster Returns to Cottage Grove” by Hal Skinner. Published December 2005 in the *Oregon Aviation Historical Society Newsletter*.

7. “Heathkit History: The Heath Kit Parasol” by Bob Eckweiler. Published April 2020 of *RF; The Orange County Amateur Radio Club Newsletter*.



Please note: These events with their respective dates are also posted in the Events Calendar in the Chapter 1610 website.

Ad-<https://chapters.eaa.org/>

EAA Chapter 1610 - Aviation Enthusiasts Welcome

You do not have to be a pilot to join. Check out our website! Searching for an organization to learn more about aviation?



EAA Chapter 1610

Website Directions Save Call

Aeroclub in Crow Wing County, Minnesota

You manage this Business Profile

Right by Brainerd Lakes Regional Airport

Address: 16384 Airport Rd Suite 6, Brainerd, MN 56401

Hours: Closes soon · 3PM · Opens 10AM Tue

Phone: (612) 750-2981

Edit your business information

Questions & answers

Be the first to ask a question

Ask a question

Send to your phone

Send

Reviews

Get reviews

Add a photo

Get your first review

From EAA Chapter 1610

"We are a local chapter of the Experimental Aircraft Association (EAA) with approximately 30 aviation enthusiast members comprised of pilots, non-pilots, airframe & powerplant mechanics, kit builders, instructors, students and more. We strive to be involved in a variety of educational, charitable and social activities that not only serve to enrich our members but also support our community. Anyone and everyone is welcome to join."

SOCIAL MEDIA PRESENCE: AN UPDATE

Our website is gradually experiencing more exposure with the help of the following.

1. **Google Ads.** This places an ad with the lead-in, “**EAA Chapter 1610—Aviation Enthusiasts Welcome**”. This promotes “site optimization” by incorporating keyword search terms, such as *sport flying, airplane kits, general aviation, flying club*, etc. to our website, <https://chapters.eaa.org/ea1610>. The objective is to make it easier for those unfamiliar with the terms “*ea*”, or “*Chapter 1610*” to find us on the Internet.
2. **Google My Business.** I am sure many of you have entered a search string on Google Maps that incorporates “*X-Y-Z near me*”. For example, when I enter “*auto parts near me*”, the details of 4-5 businesses pop up. To show you how we show up, simply open Google Maps and enter “*ea near me*”. The details for EAA Chapter 1610 will appear. From this site the user can learn more about who we are, link to our website, find directions or contact us. There is one comment I need to make when you view this. Google automatically added an old, 2008-vintage outside photo to our map. I submitted a request to remove this.
3. **Printed Fliers.** Printed fliers advertising the FAASeminar scheduled for December 12th were delivered to various organizations and airports. These fliers include our web address as well as our QR Code.



ON THE ‘LIGHTAIR’ SIDE: 😂

Expand Your Aviation Vocabulary

180-degree Turn: Sometimes difficult maneuver to perform; the degree of difficulty is usually determined by the size of the pilot’s ego.

Barrel Roll: Unloading the beer for a hanger party.

Cessna 310: More than the sum of two Cessna 150s.

Chart: Large piece of paper, useful for protecting cockpit surfaces from food and beverage stains.

De-icer: De person dat puts de ice on de wing.

Fast: Describes the speed of any high-performance aircraft. Lower performance aircraft are described as “half-fast”.

Wisdom of Experience

- When making prolonged climbs, occasionally dip the nose or perform gentle S-turns. A mid-air collision seriously erodes climb performance.
- The ultimate responsibility of the pilot is to fulfill the dreams of countless millions of earthbound ancestors who could only stare skyward and wish.
- The only thing that scares me about flying is the drive to the airport.
- The difference between an experienced and a novice pilot is that the novice is surprised when things don’t go right, while the experienced pilot is equally surprised when things do.

And finally, in the Holiday Spirit

On December 24, 1944... The people of the Philippines receive a surprise when airplanes of the 43rd Bombing Group flew over to drop a million Christmas cards. Each one contained the words:

MERRY CHRISTMAS AND HAPPY NEW YEAR 1944
GENERAL DOUGLAS MacARTHUR



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.

Last month 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



STAPLES, MINNESOTA
218-895-5220
old10apparel@gmail.com

15% OFF

Valid until 01/31/2023



Don't forget...

Join us on Facebook™ at...

#EAA 1610, or...

"EAA Chapter 1610".

Fiscal Year 2023 Membership dues are due before December 31, 2022.

Individual: \$25.00

Family: \$40.00

CLOSING REMARKS

Because we are hosting the FAASeminar on Monday, December 12th, the regularly-schedule Chapter meeting for December 10th has been cancelled.

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