



DECEMBER 2023
Volume 2, Issue 3



CAVU Chronicles

CAREERS IN AVIATION: AN OUTLOOK

Crowded skies were the busiest ever over last month's Thanksgiving holiday. The TSA estimated it screened 30 million passengers between November 17 and November 28...a new record. As more travelers take to the skies, what do various resources tell us about the future trends for aviation-related careers to meet the growing demands on air travel? Let's begin with **Air Traffic Controllers**.

In April 2023, U.S. Transportation Secretary Pete Buttigieg warned of the air traffic controller shortage stretching well beyond this summer as the Federal Aviation Administration works to rebuild its ranks after the pandemic. "This is going to be a journey, especially when you factor in attrition, to get to levels we want to see," During a summer travel briefing in Washington, D.C., Buttigieg said, "I think it'll be a while before we're at levels we'd like to see."

The FAA was about 3,000 air traffic controllers short of target levels last summer [2023]. That shortage translates to roughly 81 percent staffed nationally and, in the busy New York market, just 54 percent staffed.

By 2032, it is predicted the agency will only have roughly 200 more air traffic controller than it does today. Despite hiring targets for 1,500 new controllers this year [2023] and another 1,800 in 2024, this will barely make for retirements and others leaving the job.

Next: **Commercial Airline Pilots**. In the next 20 years, the air travel industry will need 649,000 pilots, which comes out to about 32,000 pilots needed a year. This demand comes from more than 25% of commercial pilots reaching the mandatory retirement age in the next decade, as well as the increased demand for air travel. [From: Bureau of Labor and Statistics, Jul 31, 2023]

The demand for commercial airline travel rebounded after the COVID-19 pandemic, heightening the need for pilots and mechanics. But while the number of pilots has grown in recent years, there may not be enough of them to meet airlines' needs in the future. There also may not be enough mechanics to maintain airplanes.

To make aviation careers more attractive, airlines and maintenance facilities are offering higher pay to these workers. Airlines are also creating flight schools to train more pilots. [From: Government Accountability Office, "Aviation Workforce." May 17, 2023. GAO-23-105571]



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CAREERS IN AVIATION: AN OUTLOOK (Continued from Page 1)

Next: Aircraft mechanics and service technicians.



Employment is projected to grow by 12%, while avionics technicians' employment is projected to grow by 10%, and both roles are expected to outpace employment levels for all other occupations in the U.S. by 8%. Because of questions raised about the supply of airline pilots and aircraft mechanics meeting upcoming demands, the FAA Reauthorization Act of 2018 included a provision to study the aviation and aerospace workforce of the future, including the current and future supply of people in the workforce.

In May of 2023, the U.S. Government Accountability Office (GAO) published their report on the aviation workforce. The overall summary of their findings goes something like, “the current demand for pilots is strong, and **maintaining enough aircraft mechanics is challenging**. In response, the industry is raising pay, and airlines are creating flight schools.” [Ibid.]

Next: Aerodynamics and Aerospace Engineering.

The job outlook for careers in aerospace is strong—the aerospace industry has traditionally been a significant contributor to the global economy and a consistent source of high-paying jobs. According to the U.S. Bureau of Labor Statistics, aerospace engineer employment is projected to grow 6% from 2021 to 203, which is faster than average. [From: US bureau of Labor and Statistics, February 28, 2023]

Next: Meteorologists.

Here are the facts: Pilots rely on meteorologists, the people who observe, report and forecast the weather. That’s what the aviation meteorologists who staff the National Weather Service (NWS), The Weather Company, NOAA and, yes, even NASA are in the business of providing you. For atmospheric scientists, which includes meteorologists, the job outlook for 2022-2032 will see a growth of 4%, which is in parity with the annual average of other occupations.

Univ of ND Professor Fred Remer sees 60 to 70 percent of meteorology graduates go on to positions at the NWS, NOAA or other government jobs. Some 15 percent head into broadcast weather. Others head for the private sector as operational meteorologists. [From: Flying Magazine. “Aviation meteorologist: A pilots Best Friend or Alternate Career.”] Are meteorologist jobs in demand? Yes, meteorologist jobs are in demand. Meteorologist demand is projected to grow 4% from 2018 to 2028.



The relevance of these findings pertains to why EAA CHAPTER 1610 is hosting a scholarship fundraising event on Saturday, January 20, 2024. This event supports our mission of promoting the growth of aviation-centered careers. You can find the details on the next page. To show your support of our endeavors, please join us on Saturday, January 20. We look forward to your participation.



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



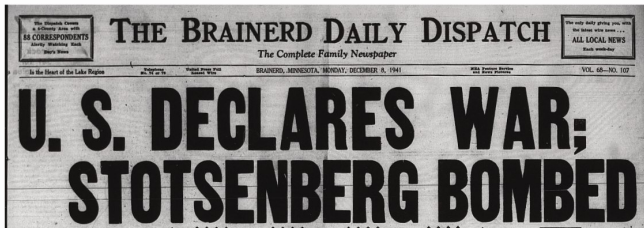
GENERAL AVIATION IN A WORLD AT WAR

By Mike Petersen

There is little question that most adults living today would remember vividly the day that terrorists attacked the Twin Trade Towers in New York, the Pentagon in Washington, and ended up crashing a hijacked airliner in Shanksville Pennsylvania. In the hours and days that followed, the impact the attack had on aviation in this country would unfold. Dusting off emergency manuals written in the 50's, the FAA began directing all aircraft in the air to land. In the short span of 3.5 hours there were no non-military aircraft flying in the United States.

Long term effects included airline shutdowns and bankruptcies, extensive security measures at airports, and increased scrutiny of flight training operations as well as a huge decrease in personal aviation. This event has forever changed general aviation.

But this is not the first time something like this has happened. The Japanese bombing of Pearl Harbor on December 7, 1941, the day that Franklin Delano Roosevelt declared will "Live in Infamy", triggered much



the same response regarding general aviation. Within a day all civilian aircraft except scheduled airlines, and aircraft under contract to the federal government were ordered grounded, bringing general aviation to a standstill. Unlike 2001, these restrictions were going to last a long time.

On December 8, the Brainerd Airport (Rosko Field) was ordered closed. As a further security measure, Brainerd Police Chief Templeton put additional padlocks on all of the hangars, locking up all 8 aircraft on the field from access by anyone. A detail of men from the Brainerd Defense Force (predecessor to the National Guard) were called into action and guarded both the Brainerd and East Gull Lake airport. Over 400 men from the Defense Force guarded 70 Minnesota airports in similar fashion. Apparently those in authority believed these aircraft could be used against the United States or could be employed by spies to gather information. In addition to grounding the planes and locking up the hangars, any pilot who possessed a pilot's license before the war broke out would have to get "re-licensed". The re-licensing required the pilot to provide two small head and shoulder pictures, have their fingerprints recorded, provide two letters from responsible businessmen establishing U.S. loyalty, and furnish documentary evidence of citizenship. Most of Brainerd's 20 pilots went through the exercise even though they were still grounded, hoping for better flying days ahead.

The requirements for airports, including Brainerd, were also much tougher. The CAA (fore-runner of the FAA) required that all airports be considered designated

ports and in order to operate, needed to have an airport manager, electric lights, a phone, and a 24 hour guard. Since the city was the owner of the airport, the expense of fulfilling these requirements fell to them. The council felt that they did not wish to foot the bill for the improvements and 24 hour guard. Technically the airport had been operating illegally on a limited basis. It was now evident that the CAA was playing hardball and expressed their displeasure on May 7th that it was operating at all, since it did not meet the CAA regulations. The city was given one week to bring the airport into compliance.

During the week of "grace" the pilots and aircraft owners searched for a way to keep it open, without success. The City Council refused to budge and on May 14, 1941 the CAA ordered the airport closed, presumably for the duration of the war. In addition they ordered that the 7 aircraft (one had been moved to St Cloud)



based in the hangars be moved to a designated port that meets CAA requirements such as St. Cloud or Duluth. If they would not or could not move them, the aircraft would have to be dismantled immediately. It was required that engines and landing gear be stored in a locked building and must be stored in a separate locked building from any of the other components of the airplane. Believe it or not, most of the owners opted to dismantle.

The airport would remain closed until it was re-opened on May 14, 1944, two years to the day after it closed.

Under the direction of Mr. H.R. Garrett, local flight instructor, the Brainerd airport (Rosko Field) began teaching flying again, with two Taylorcraft's and 8 students.





TREE OF HOPE

On Saturday, December 2nd, Mike Petersen and I collected SEVEN boxes of toys from the NorthPoint Aviation & Wing Café' collection sites and delivered them to the St. Cloud Regional Airport, Hanger H. From there Tree of Hope volunteers unload, sort, and pack toys for distribution to 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.

These gifts will show hospitalized and sheltered children and their families that there are others who care.

These are the gifts collected at Wings & Northpoint.

Here they are sorted, packed and prepped for delivery.



All these are destined to Ronald McDonald Houses.

Another delivery heading to a local Hospital.

Here is what Mike and I are delivering To St. Joe's Hospital, Brainerd.

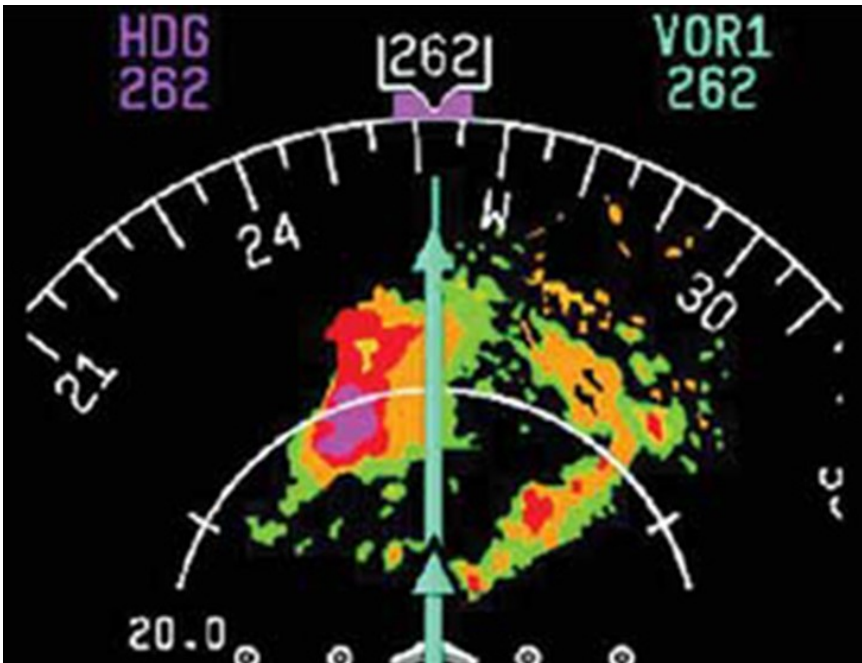


**THANK YOU ALL FOR
YOUR GENEROUS
DONATIONS!!**

NATIONAL WEATHER SERVICE 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?

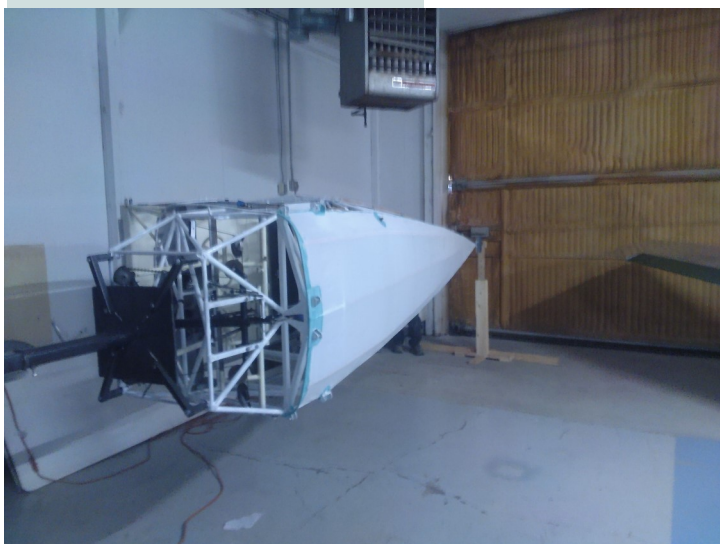
QUESTIONS AND ANSWERS



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

Aitkin Flyers EAA Chapter 965, contributed by Trudi Amundson,:

- There was a JET on the ramp here today (Thursday November 30). You don't see THAT very often!!
- Announcing a new pilot Trevor Foye! Way to go, Trevor!
- Our Ray's Scholarship student pilot Ella Ostrowski soloed!! Congrats, Ella!
- March 9, 2024 is Ski Plane & Wheels Chili and Hotdog Fly-in at Aitkin, from 10AM—2PM
- Aitkin Flyers meet the first Saturday every month at 9AM, Conference Room, Aitkin Airport.
- Meet “VERONICA” the Aeronca Chief being restored at Aitkin Airport. Joe Lambert wrote, “Joel and I started installing fabric on the fuselage Friday” and shared the following pictures.



Thanks for sharing,
Trudi and Joe!!





Don't forget...

2023 Dues are payable
before December 31,
2022.

EAA Chapter 1610

Attn: Mark Bearss

37233 Bonnie Lakes Rd

Crosslake, MN 56442

As 2023 winds to a close, I am including this friendly reminder that Chapter 1610 Dues for 2024 are payable before December 31. Good news...inflation, forecasts from the Central Bank, and bond yields have NOT affected our dues!!! 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 to one of the chapter board members or sent to my address noted in the panel to the right.

I apologize for not being successful in coordinating an easy and seamless method for paying dues online. Rest assured, this endeavor is ongoing.

ON THE 'LIGHTAIR' SIDE:



HAPPY HOLIDAYS, EVERYONE!!



EDIT YOUR CALENDAR

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

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.

December 9, 2023: Regular Chapter Meeting

December 31, 2023: Chapter 1610 2024 Dues are due.

January 10, 2024: NWS Aviation Weather Forecasting Seminar

January 13, 2024: Regular Chapter Meeting

January 20, 2024: Charity 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

CLOSING REMARKS

While visiting the “National Museum of World War II Aviation” in Colorado Springs, this book cover caught my attention...for an obvious reason. So, I thought I would share its bit of history with you.

This is the class book of Pilot Class 44-F at Goodfellow Army Airfield in San Angelo, Texas. After the field was established in 1940, it became the home of the San Angelo Air Corps Basic Flying School. The first class of aviation cadets arrived for basic flight training in January 1941. The field had three asphalt runways, with the longest being 5,500 feet. The complex included seven smaller outlying fields with grass runways for practicing landings and takeoffs. During 1941-1945, Goodfellow trained more than 10,000 Army Air Force pilots.

By the way, if you are in or near Colorado Springs, I highly recommend visiting this museum and taking a docent-led tour. You will not be disappointed.

