

# SHORT FINAL

The Quarterly Newsletter of the Brainerd Lakes Regional Airport  
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## From the Managers Desk



As the last hot days of summer hold on just a little bit longer, your Airport - like so many households and businesses in the area - continues to work on recovery from summer storms. We were luckier than many in regards to damage from the July 12th "supercell" storm. We had roof damage to the Firefighting-Operations

building and the National Car Rental garage as well as some relatively minor electrical damage, and we also had several trees crush a length of fence. But overall we fared pretty well that night - in part thanks to the quick response of the folks on duty that night.

The FBO staff that evening were watching the storm develop and quickly moved aircraft from the exposed flight line into hangar storage, possibly saving many thousands of dollars worth of damage. And Kevin from our ARFF/Operations staff was forced to juggle several important tasks, having to simultaneously check on damage and tenants, provide continual updates to the airline dispatch center, and do official weather observations to replace the automated weather station that was knocked out of service.

Unfortunately I could not be of much help for the first two hours, as I was assessing the damage at our own home, where we lost about fifty trees - several of which hit our house and pole barn. Our driveway and the county road were blocked by numerous downed trees also, so my daughter's friend graciously agreed to pick me up at the end of our road to give me a ride to the Airport to assess damage. As many of you may have experienced, the drive that night was an eerie tour through a darkened and tree-strewn landscape. Our power was out when I arrived, of course, but the generator was on and running nearly everything in the Terminal while still having enough juice left to fire up every runway light to brilliant full strength.

Amazingly, the 10:45 PM flight from MSP made it in that night, arriving just one hour late after routing their path over Mankato and Fargo to get in behind the storms. (Kudos to SkyWest Airlines for finding a way to get our people home!) And, although power to the Delta computers was still out for the flight out early the next morning, the Delta staff improvised to find manual workarounds for everything, writing out boarding passes by hand and faxing information back and forth to the airline dispatch center.

In the coming days we breathed a sigh of relief that the damage was manageable and we worked on cleanup and repairs, but Mother Nature wasn't done with us yet.

On the early morning of August 13th we sustained damage from another storm that caused a lightning strike on the west end of the Terminal. The massive energy bolt followed a seemingly random path inside the building, essentially destroying the fire and burglar alarms and our anemometer as well as severely damaging the network and phone systems - but sparing computers, TV's and our computerized heating and ventilation controls. Although final cost estimates are not yet complete, this split-second event may have done more damage to the Airport than the sustained 80 knot winds of July 12th.

Through all of these challenges however, the attitude of the Airport staff in all areas remained high and no real interruption of service to the public occurred. Our thoughts and prayers go out to our neighbors in the area who had major life-disrupting damage to their businesses and homes. Many of these folks are our customers, tenants and long-time Airport friends, and we wish them only the best as they work to get back to normal.

Jeff Wig

Manager - Brainerd Lakes Regional Airport

## City Water/Sewer/Annexation Update

When the new terminal was built, the State Fire Marshal mandated the airport to provide adequate fire flow for building fire suppression by 2016. Several options were explored to satisfy this requirement and the airport considers city water supplied by the City of Brainerd to be the best long term solution. In addition city water and sewer will also replace the troublesome wells and septic systems on the property.

The City of Brainerd is now making plans to extend the city water and sewer to the airport boundary. The airport for their part has completed the required environmental assessment for this and is moving forward as much as can be allowed at this point.

As a result of this potential connection to the City of Brainerd water system, the city and the airport is considering the possibility of annexing the airport property from Oak Lawn Township into the City of Brainerd. This possible annexation could have a significant impact on the future of the airport. While many questions remain regarding the annexation of this 2,000 acre tract, a public meeting to discuss the process will be held on Thursday October 1, at 2:30 PM in the airport conference room.

All interested parties are urged to attend. 

**Upcoming Events**

- October 1, 2015 Airport Annexation Meeting 2:30 PM
- October 15, 2015 Airport Commission 9:30 a.m.
- November 19, 2015 Airport Commission 9:30 a.m.
- December 17, 2015 Airport Commission 9:30 a.m.

Normally scheduled airport Commission meetings will be the third Thursday of each month. Meetings held in airport conference room unless indicated.

**Quest Kodiak at Northpoint Aviation**

Near the end of August, Aerocet Floats announced certification of their new 6650 floats specifically for the Quest Kodiak.



The Brainerd Lakes Regional Airport and Northpoint Aviation is uniquely positioned to capitalize on this new opportunity.

This new carbon composite float is 390 pounds lighter and more puncture resistant than traditional aluminum floats, increasing the Kodiaks load carrying capacity and providing an additional margin of safety.

Brainerd Kodiak dealer Northpoint Aviation and Aerocet dealer Park Rapids Aviation share a common business partner.

While currently only installed in Park Rapids, plans are underway to set up float installation in Brainerd as well. This partnership makes Northpoint Aviation/Park Rapids Aviation the only location in the United States to provide sales, service and installation for Kodiaks on Aerocet floats.

With this "one stop shop" look for many more Kodiaks on the ramp at Brainerd!

**Japanese Pilots Training in Brainerd**

In February of 2015 Quest Kodiak aircraft manufacturing was purchased by the Japanese company Setouchi Holdings. A subsidiary of Setouchi has purchased 25 Quest Kodiak aircraft on floats to use in their resort and tourism businesses in the Orient and beyond.

Currently underway is the training of these Japanese pilots right here in Brainerd, starting with a current group of 4 to be followed by a second group to arrive in late October.

Mark Mathisen, general manager of Airmotive/Northpoint Aviation is considered one of the finest, most experienced float plane instructors in the nation. Thousands of hours and many years in large float planes make him one of the few capable of this instruction. Mark would be the first to admit that transitioning former Boeing 767 pilots to Kodiaks on floats is a difficult assignment, especially considering the language barriers. We also know that he is up to the task!

**Underwing Camping Becoming a Reality**

While progress on new ideas often moves slowly, one new idea has been met with approval and veritable lightning speed at Brainerd Lakes Regional Airport. We reported in the last



*Short Final* that airport administration was exploring providing a suitable place for pilots to come and camp with their airplane. This passtime is becoming more and more popular in the general aviation community and

the Brainerd Airport wants to be part of this growing activity.

Since then, an area near the DNR tanker base has been designated for this purpose, disked, graded, seeded and we are beginning to see some green popping up above the hay covering the area. On a regular basis the airport fire truck must be tested so rather than waste the water, the camping area gets a needed watering. In addition a taxi lane has also been graded to connect to taxiway Bravo for easy access to camping from the runway complex. While the area will not be ready this year for use, with the installation of a portable toilet and hopefully green grass next spring we will be able to welcome aviation campers.

Many thanks to Dave Wessel, a local pilot for his dogged determination to make this opportunity a reality. A very special thank you goes to airport maintenance staffer Dan Thesing who brought his own equipment from his farm to disk, grade and seed the selected areas.

**North Memorial Aircare Expansion**

Construction for a major expansion of North Memorial Air Care is now underway at their facility at the southwest



helipad. As a major base for the maintenance of North Memorial helicopters, the current facility has been strapped for space, forcing the operational helicopter and the helicopter under-

going maintenance to share the same hangar. When an air ambulance was dispatched, maintenance work ceased and the operational helicopter would be pulled out, an inefficient process for both heat loss and workflow. With the new 50 x 50 foot hangar expansion, the operational hangar will be separated from the maintenance hangar and will provide a far superior level of speed and efficiency. Additionally, a 30 x 50 foot attached office and living quarters will also be built for the comfort of the 24/7 emergency staff. This expansion will make the Brainerd base one of the largest in the North Memorial system.

**The 1932 Brainerd Air Show**

The success of the 1929 Brainerd Airmeeet was soon followed by one of the most significant changes to American life ever. The October 1929 stock market crash signalled the beginning of the great depression, and while the general population was still enamoured with aviation, the economic realities of the depression dampened the enthusiasm.

For many aircraft operators the depression and greatly increased regulation spelled the end of the "barnstorming" era. For others it simply meant they must be more creative to keep their aviation businesses afloat.

The 1929 Brainerd airshow was billed as "an effort to demonstrate the need for a municipal airport." The 1932 airshow would need to be much different to be successful. A purely commercial venture, the promoters sought not only to support the airshow and performers, but engage local business in the promotion.

Held on Sunday and Monday July 3rd and 4th, and tied into local events such as the circus and baseball games, this event was to be second to none. Inclement weather seemed to have little effect on attendance, and the Brainerd Dispatch reported, "a drizzling rain Sunday that broke into a downpour on Monday dispelled some of the enthusiasm, but it failed to deter crowds from packing this city for the events."

Clyde Ice was to fly in his Ford Trimotor as the "anchor" act. Clyde was widely known as the first pilot to "barnstorm" with a Ford Trimotor and was the undisputed record holder for



the number of Trimotor landings. He not only survived the depression in aviation but went on to invent skis for airplanes and to be the first in South

Dakota to "crop dust." Spraying fields into his 80's Clyde passed away in 1993 at age 103!

There would be up to 30 airplanes at Rosko field and the Trimotor was to be used for air rides around the city for the general public. Down to only \$1.00 per ride from the \$3.00 paid in 1929 the operators could only hope to break even. A local boy, Allen "Tippie" Cochrane, a soda fountain attendant at Blanke's in

Brainerd, was to star in Sundays show. In a death defying stunt he would parachute from an altitude of 2,000 feet and float down on a silk canopy. The event took place without incident.



Rides were offered in the Trimotor as incentive for girls who sold the most tickets for the Trimotor, and the Brainerd Dispatch held subscription sales contests with the prize a ride in the Trimotor. Local merchants did their best to tie into the airshow and advertise their wares.

But perhaps the most commercial (and maybe the highlight of the airshow) was to be the marriage of Henry Nolan and Mary Aylward high above Rosko Field on Monday July 4, aboard the Ford Trimotor.

With a motorcycle escort through the crowds gathered at Rosko field the bride, her made of honor, and the flower girl arrived in the "great Hupmobile" automobile followed by 3 other cars carrying the wedding party. Boarding the Trimotor they were soon aloft and Judge L.B. Kinder administered the wedding vows.



The Brainerd Dispatch provided this account: "The pilot flew the ship low over the crowd at the airport as Mrs. Nolan flung her bridal bouquet from the window. Up again, sliding a litte, and into a nose-dive, Mr. Ice

looked back. The passengers including Mary Hawkins, society editor of the Daily Dispatch, were clinging to the sides, wide eyed. Once more going higher, then the plane circled back to the field and down."

So as not to miss a great commercial opportunity, numerous Brainerd merchants contributed wedding gifts to the young couple, including 3 months free rent, 32 pc china set, the wedding ring and a spring and mattress set.

Thus ended the 1932 Brainerd airshow. One other interesting detail - Mr. and Mrs. Henry Nolan would later become the parents of Eight District Congressman Rick Nolan!



(Read this story and others of early Brainerd aviation on the history wall at the northeast end of the Brainerd Lakes Regional Airport main terminal)

**It Happened in Aviation**

October 17, 1922... Lieutenant V.C. Griffin, in a Vought VE-7SF airplane, achieves the 1st take-off from the USS Langley, America's 1st operational aircraft carrier.

October 20, 1920... Flying his Nieuport Delage, Sadi Lecointe set a world speed record flying at 187.99-mph.

November 12, 1912... The 1st successful catapult launch of a seaplane is made at the Washington, D.C. Navy Yard. Catapulted by a compressed air system from an anchored barge, the floatplane is a Curtiss A-1.

November 20, 1919... The 1st municipal airport in the United States opens in Tucson, Arizona and is still in use today.

November 27, 1912... The aeronautical division of the US Army Signal Corps receives the 1st "flying boat", a Curtiss Model F, capable of takeoff from water.

December 3, 1945... A de Havilland Sea Vampire fighter becomes the first purely jet-powered airplane to operate from an aircraft carrier, when Lieutenant-Commander E. M. "Winkle" Brown lands his aircraft on the HMS Ocean in England.

**Humor in the Air**

On my first solo cross country, I was flying north through the San Fernando valley and trying to keep track of traffic callouts. Apparently there was a controller with a similar problem.

He had managed to confuse a commercial jet on approach to Burbank with a private plane that was transitioning south across the valley. For a period of about 90 seconds he was calling out instructions to them that weren't quite what they wanted ... and finally the commercial jet pilot enquired as to where he was being sent.

There was a brief exchange about intentions, followed by an "oops" and 30 seconds of silence. The next voice I heard on that frequency said:

Attention all aircraft. Previous controller no longer a factor.

**Name the Plane**

If you think you can identify this airplane send an e-mail to: [info@BrainerdAirport.com](mailto:info@BrainerdAirport.com) with the name and model number. One lucky winner will receive a great airport prize! Hint - the

answer can be found somewhere in this issue of *Short Final*.



Last issue Mark Neshiem from Wings Cafe correctly identified the aircraft as a Boeing 100A.

October 8, 1929 Monarch Foods "Flying Grocery Store" Ford Trimotor visits Brainerd's Rosko field.

**Candied Bacon**

*Matt VanCura, Airmotive flight instructor, brings this simple recipe from Colorado where they get the munchies alot.*

**Bacon (as much as you want)**

**Brown Sugar**

*Lay strips of bacon in glass baking dish. Sprinkle with brown sugar liberally and press into bacon. Bake in low oven around 200 degrees for two hours or until bacon is done to your taste. For an interesting variation substitute chocolate chips for brown sugar.*