

SHORT FINAL

The Quarterly Newsletter of the Brainerd Lakes Regional Airport
Issue Nineteen / Fall 2014

From the Managers Desk



Transitions-

As the air begins to turn cooler and the leaves more colorful, the change of seasons marks the transition from the sometimes frenetic pace of summer at the Airport to the more measured pace of fall. This change had me thinking about the many transitions happening at our field. Although there are many challenges ahead for us, there have been many positive transitions as 2014 has unfolded.

The first transition has been in the improvement in overall activity on the field. It has been a good summer and our air traffic was definitely stronger this year. Our Delta passenger enplanements are up 8% for the year, and I had several conversations with visiting general aviation pilots who looked at a busy ramp and asked "What's going on with all the planes today?" In some cases there was a specific event driving traffic, such as the NHRA Lucas Oil Nationals at Brainerd International Raceway. On other days, however, the traffic was just an indication of increased business and vacation travel to our area - transition signs of not only a stronger national economy but of good local growth as well.

Another very positive transition has been the return of new aircraft sales to Brainerd Lakes Regional Airport. Earlier this year Airmotive Enterprises undertook a bold move to become the Midwest and Central Canada dealer for a relatively new jet prop aircraft called the Quest Kodiak. Designed in part for missionary and aid work in remote parts of the world, the Kodiak is a comfortable workhorse that can carry ten people and cargo in and out of very short airstrips. (In fact, one Kodiak of every ten made is funded by Quest for missionary work.) Two of Airmotive's Kodiaks have been sold already, making them the first new planes delivered from Brainerd since the early 1980's. I recently got to blow the dust off my headset and ride on a short test flight in a Kodiak that Airmotive had fitted with amphibious floats. We landed in Gull Lake's Steamboat Bay and gave one Destiny Cruise group something extra to see on their lunchtime voyage.

Another transition of a tasty variety is also occurring at our Airport as new owners came to Wings Café with ambitious plans to grow the restaurant's capabilities. Mark Nesheim and Kimmy Fox have a long history in the restaurant and catering business in our region. Mark has served as a chef at Black Bear and Iven's on the Bay, and Kimmy

has built up a loyal following of customers as a server at local restaurants. Already many new faces who have followed Mark and Kimmy from other venues have been coming to the Café for coffee, breakfast or lunch, and plans are in the works to add equipment that will allow them to grow the menu adding more dessert options. (Very good news indeed!) Airmotive is also seeing another transition that offers a very hopeful note for our industry. As you are likely hearing more and more, the aviation industry is starting to experience a real shortage of pilots and aircraft maintenance technicians. On a brighter local note, however, Airmotive's flight instructor Matt Van Cura is currently working with six new flight students - the largest number of prospective pilots we have had active at Brainerd in quite some time. Although the road to becoming a commercial pilot is rigorous, the retirement of huge numbers of baby boomer pilots plus a shortage of new pilots in the pipeline will assure that successful new aviators will enter a seller's market once they finish. And, aspiring aviation technicians will have a new training program to consider as Lake Superior College in Duluth has re-started their Aviation Maintenance Technology program and has begun enrolling students this fall.

There will be many more transitions to come for our Airport, of course, but thank you to all who have helped make our Airport the growing and vibrant facility we share.

A Note to BRD Pilots on the Change of Seasons

Finally, an update on a transition some do not appreciate - I talked with the National Weather Service in Duluth and they still forecast a good chance of winter returning over the next few months. If the last two years are an indicator, we will have many days where flying snowflakes greatly outnumber flying airplanes. When that happens, however, our Airport is fortunate to have great equipment and top-notch staff who keep our runways and taxiways cleared and safe. As you can imagine, with 4,200,000 square feet of runway and taxiway pavements (plus streets and parking lots) it is a daunting task!

Our Aircraft Rescue-Firefighting (ARFF)/Maintenance staff take great pride in arriving early, staying late and doing whatever it takes to always keep us up and running. On those very early mornings after a snowfall, our staff start as early as 3:00 AM with plowing, brooming and friction testing the runways and taxiways leading to make a smooth path for that Delta jet to the jet bridge. That initial focus on preparing for the airline jet doesn't mean however, that we

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can't be ready for general aviation pilots who may want to leave early after a snow event. If you are a general aviation pilot planning a trip during or after a significant snow event please contact the Airport Administration office the day before to let us know. And, if you expect you may do this regularly we can discuss how to get directly in touch with me and our staff on the field before and after the administration office hours.

Jeff Wig

Manager-Brainerd Lakes Regional Airport

Upcoming Events

October 2, 2014	Airport Commission 9:30 a.m.
November 6, 2014	Airport Commission 9:30 a.m.
December 4, 2014	Airport Commission 9:30 a.m.

Arrows Across America

Navigation for aviation in the 21st century has come a long way. From the early days of radio navigation with ADF, LORAN and VOR navigation, we have now progressed to satellite based GPS that is capable of pinpointing your position anywhere in the world within a few yards. But what of the earliest commercial aviators, the U.S. Airmail service, how did they fly all the way across the county in the days before good charts, and in open cockpit aircraft exposed to some of the worst weather one could fly in.

In 1920, sixty years after the end of the Pony Express, the U.S. Airmail Service operated much like it's predecessor, with pilots flying portions of air mail routes, handing off mail bags to the next pilot to complete a transcontinental route delivering mail. But how did these pilots find their way from one end of the country to the other.

You might be surprised to learn that they were guided by a system of giant concrete arrows with generator powered lighted beacons every 10 miles from coast to coast! Each giant



concrete arrow, up to seventy feet long would point the way to the next giant arrow, again and again all the way across the United States. In

1924 this system extended from Rock Springs, Wyoming to Cleveland Ohio, and by the following summer went all the way to New York. By 1929 the system went from coast to coast, the envy of airmail service worldwide.

Even more amazing is that many of these arrows and even some beacons still exist today! In fact at total of 95 arrows and 178 beacons in 16 states from those early days have been located and documented. One arrow even can still be seen in Cottage Grove Minnesota!

To learn more visit Brian and Charlotte Smith's website:

<http://www.dreamsmithphotos.com/arrow/index.html>

Wings Cafe 'Takes Off' With New Owners

New owners are at the controls of Wings Cafe at the Brainerd Lakes Regional Airport. In late July, Mark Nesheim and Kimmy K. Fox took ownership of the well known local eatery.



Mark is a veteran chef of local restaurants and Kimmy is well known locally for her personable, fun loving style of making customers feel right at home. Between the two partners, they have combined almost 60

years of food service experience.

Both Kimmy and Mark are Brainerd natives and have worked at many local establishments, meeting each other for the first time at the Skillet in Brainerd. Kimmy has been in the hospitality industry since she was 15 serving guests at the Chaparrel and the Skillet among others. She has developed quite a following of customers who enjoy her rather unorthodox style and a great many of those folks are now visiting the airport cafe. A sample of Kimmy's sense of humor can be found under her name badge where it is written "may cause dizziness". Angels and butterflies adorn her home so she says that it seems fitting that she should be an owner in a place called Wings! She is hopeful that the restaurant will be so

busy she will need to hire 3 or 4 additional wait staff but in the meantime she will just "work faster".

Mark comes to Wings Cafe with head chef experience from Ivens on the Bay, Black Bear, the Skillet and his own cafe in Wisconsin. The lessons learned in those operations are proving valuable in the operation of Wings. His primary goal for the establishment is to raise the level of cuisine far surpassing what one might expect from a small cafe. The quality of food is the number one priority in every way. Since Wings Cafe is a destination, his goal is to make it a most attractive place to eat, while Kimmy makes people feel like coming home for a meal. While major changes are limited by the physical size and space of the operation, Mark and Kimmy are looking forward to some improvements that they believe will be positive for their customers. In the next few months patrons can expect a new menu with additions of fresh baked goods and pies.

The possibility of a major remodel to the General Aviation terminal will open up even more opportunity to expand the offerings and allow Mark an even greater range of culinary delights. Together with a new logo and the mission of "building friendships one plate at a time," the new Wings Cafe is sure to be a great success! 🍷



The Day Aviation Came to Brainerd

With the Wright Brothers flight of 1903 a new wave of interest swept over the country, a fascination with flying. While Brainerd residents were not exempt from this hysteria, it took nearly a decade for the first airplane to actually come to the city of Brainerd.

Although several local residents reported sighting an aircraft on the evening of June 26, 1910, the sighting could not be confirmed. While it was thought that the sighting might be part of the aviation exposition that week in the Twin Cities, it would have been almost an endurance record for the aircraft of the day to have traveled to Brainerd.

At last aviation came to Brainerd in late October of 1912 with the arrival of Dr. Frank Bell and his Benoist Tractor Biplane. How Dr. Bell and the Benoist Biplane arrived in Brainerd is somewhat of a mystery. Since an arrival by air would have been a most newsworthy event one could presume that the airplane and the pilot arrived by truck or rail. The Brainerd Dispatch reported on October 19, 1912 the Dr. Bell's reputation as a flyer was "international" having trained in France, however it was unclear as to his standing as a "doctor" with nothing being said as to being a doctor of what. Having lectured the preceding week in Collegeville and doing an aerial demonstration successfully in St. Cloud, Dr. Bell promised to lecture the week of October 19 and display his airplane at the corner of 6th and Laurel. In addition he promised that he would actually fly the airplane on Sunday, October 27 provided that his lecture and display during the week raised sufficient funding to allow him to fly for the people of Brainerd.

The airplane and Dr. Bell spent the week in a tent erected to display the airplane and Dr. Bell lectured daily on aviation to throngs of Brainerd residents and school groups who turned out to hear his thrilling exploits.

Apparently the needed funds were collected during the week and as promised Dr. Bell set forth to fly for the people of Brainerd on Sunday October 27, 1912, extolling to the populace that the only reason he chose Sunday to fly is to give those that work 6 days a week an opportunity to witness this great event. Planned for 3 o'clock in the afternoon at the Swartz driving park a mile to the east of town. The first passenger aloft would be J. A. Hoffbauer of the Brainerd Dispatch.

Sunday arrived and with great excitement the crowds began to swell. The Brainerd Dispatch reported "One of the largest crowds ever seen in Brainerd fill Oak street from the Dodd farm to the Tenth street railway crossing. Tops of houses, hay stacks, roofs of shop and foundry buildings, every point of

vantage was crowded with people."

At last the appointed hour arrived. Dr. Bell rocketed down the grass with his aircraft nearing forty miles an hour. As he attempted to take off, the crowd being so excited moved in closer to the moving airplane and a woman was struck by one wing, swerving the aircraft toward the crowd! The aviator gave his machine a quick turn to the right "to avoid cutting into the crowd and slicing up a dozen or more by the whirring propeller." In doing this his aircraft hit an embedded rock and broke the axle. To the disappointment of almost all of Brainerd, there would be no flight on Sunday. Vowing to repair the axle, the next flight would be at 4:30 p.m. on Monday. While Dr. Bell made a valiant effort on Monday, winds of nearly 45 mph. limited his flight to about 60 feet height and only about 100 feet in length. Again the people of Brainerd who turned out to witness this event were sorely disappointed. Dr. Bell, the experienced showman, promised that he would fly at least 2,000 feet high and for 15 miles before he left Brainerd. The next flight was scheduled for Wednesday October 30, this time to carry the Police Chief Ridley.

Wednesday dawned a cold October day, but undaunted Dr. Bell took off before a large crowd for a warm up flight in which he reached an altitude of 450 feet and stayed in the air until "extreme cold affected his engine and forced him to come down." Next up was to fly with Chief Ridley. The Brainerd Dispatch reported, "The chief is no lightweight and when his avoirdupois settled snugly in the front seat back of the whirring propeller, and the professor gave the signal to let go, the machine started away with a roar like an angry wasp, darted about the field, lifted five feet or more, bobbed down for another, springing up in the air and struck an undulation on the



field and broke a wheel of the port side when it plumped down." Chief Ridley said "Well I didn't go far, but I had all the sensation of flying and it was exciting as long as it lasted."

While the story of the first flight in Brainerd comes to its conclusion, the Brainerd Dispatch would continue to report on the exploits of Dr. Frank Bell.

On March 14, 1913 the Dispatch writes that Dr. Bell was nearly killed in San Diego when he was flying at 1,000 feet and a pelican became entangled in his propeller forcing him to land. The Dispatch remarked rather sarcastically of his accident that "Bell was flying higher in the west than he ever did at Brainerd."

Dr. Bell, like many aviators of his time, enjoyed a glamorous but relatively short career. He was killed in a crash in Meridian Mississippi on February 7, 1914. 📖

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It Happened in Aviation

October 4, 1909... More than a million New Yorkers watch as Wilbur Wright makes a flight along the Hudson River.

October 14, 1947... Captain Charles "Chuck" Yeager becomes the 1st person to fly faster than sound. Yeager "breaks the sound barrier" in his Bell X-1 airplane, Glamorous Glennis, named after his wife. He was able to reach 670-mph or Mach 1.015 at Muroc Dry Lake, California.

November 12, 1921... The 1st air-to-air refueling is made when American Wesley May steps from the wing of one aircraft to that of another carrying a five-gallon can of gasoline strapped to his back.

November 20, 1953... The 1st man to exceed Mach 2 (twice the speed of sound) is American test pilot Scott Crossfield in a Douglas D-558-2 Skyrocket.

December 1, 1934... The first airway traffic control center is opened in Newark, N.J., operated by staff of Eastern Air Lines, United Air Lines, American Airlines and TWA.

December 6, 1975... The first airmail flight by a supersonic aircraft is made by the Tupolev Tu-144, carrying mail between Moscow and Alma Ata, within the U.S.S.R. 🇷🇺

Humor in the Air

A man in a hot air balloon realized he was lost. He reduced altitude and spotted a woman below. He descended a bit more and shouted, "Excuse me, can you help me? I promised a friend I would meet him an hour ago, but I don't know where I am." The woman below replied, "You are in a hot air balloon hovering approximately 30 feet above the ground. You are between 40 and 41 degrees north latitude and between 59 and 60 degrees west longitude." "You must be an engineer," said the balloonist. "I am," replied the woman, "How did you know?" "Well," answered the balloonist, "everything you told me is technically correct, but I have no idea what to make of your information, and the fact is I am still lost. Frankly, you've not been much help so far."

The woman below responded, "You must be in Management." "I am," replied the balloonist, "but how did you know?" "Well," said the woman, "you don't know where you are or where you are going. You have risen to where you are due to a large quantity of hot air. You made a promise which you have no idea how to keep, and you expect people beneath you to solve your problems. The fact is you are in exactly the same position you were in before we met, but now, somehow, it's my fault!" 🇺🇸

Wisdom of Experience

- Experience is the sum of the times you have scared yourself
- It takes about 45 hours to learn how to fly an aircraft. It takes a lifetime to learn when to fly an aircraft.
- Flying is the perfect vocation for a man who wants to feel like a boy, but not for one who still is.
- Regarding engine power: Lots is good, more is better, and too much is just enough. 🇺🇸

Name the Plane

If you think you can identify this airplane send an e-mail to: 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 Pat Oleson correctly identified the aircraft as the Hughes H-1 Racer designed and built by Howard Hughes. She is the winner of a new Northpoint Aviation hat donated by Brainerd's own Quest Kodiak Aircraft Dealer.

Walleye Chowder

From Mark Nesheim Chef at Wings Cafe

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| 1 cup butter | 1 medium onion diced |
| 3 stalk celery diced | 4 strips bacon diced |
| 1 ½ cup flour | 8 cup water |
| 1 table spoon chicken, shrimp or fish bullion | 2 teaspoon salt |
| 1 tablespoon garlic powder | 1 teaspoon thyme |
| 1 teaspoon rosemary | 1 teaspoon black pepper |
| 4 cups walleye fillet cubed | 4 cups potato cooked and diced |
| 1 cup half and half | 1 tablespoon parsley |

Saute onion, celery, bacon in the butter till bacon wilted and onion translucent, add flour and make a roux. Using a big whisk stir water into the hot mixture being sure to whisk the lumps out bring to simmer and add the rest of ingredients in order listed stirring after each addition when last 2 ingredients are in let simmer 5 minutes using spoon to stir, taste for seasoning and adjust as needed. You can use fish stock out of the box just reduce the water you can also add a ½ cup white wine and a few dashes tobasco.