

# SHORT FINAL

The Quarterly Newsletter of the Brainerd Lakes Regional Airport  
Issue Twenty Seven / Fall 2016

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## The Wright Direction

As I write this article on September 11, I am reminded of the countless men and woman that serve in order to protect our country. I vividly remember the horrific events of that day, the eerie silence after the grounding of our nation's aircraft. As you read this edition of Short Final, please join me in continued remembrance of those that lost their lives and the families that had to persevere through the loss of their loved ones. Furthermore, let us continue to honor those that responded that day through selfless sacrifice for their fellow countrymen.



Our aviation industry has significantly changed over the course of 15 years and the Brainerd Lakes Regional Airport Commission has developed the Brainerd Lakes Regional Airport to be one of the safest airports in outstate Minnesota. The aeronautical platform is second to none with two long concrete runways complimented with precision instrument approaches. The state of the art passenger terminal building serves the Brainerd Lakes Region well offering passengers the modern amenities the traveling public has come to expect.

Since the aeronautical components of the airfield are developed and are in great condition, the Brainerd Lakes Regional Airport Commission has taken the initiative to draft a new twenty-year airport master plan. So far the first four chapters are under draft including Inventory, Forecasts, Facility Requirements, and Alternatives.

**Inventory:** The purpose of the inventory component of an airport master plan is to establish existing conditions at an airport, describe its surrounding community, and identify the parameters in which the airport functions. Information obtained during the inventory phase provides a baseline to evaluate the efficiency and effectiveness of the airport's ability to meet future demand.

**Forecasts:** The Aviation Activity Forecast section contains aviation forecasts for the Brainerd Lakes Regional Airport over the 20-year planning period considered by the master plan.

**Facility Requirements:** After the forecasted demand is determined, the master plan process compares the demand to the existing facility. The disparities discovered, as well as assessments of existing condition of facilities and other operational issues, are used as the basis for recommending alternatives.

**Alternatives:** Alternatives for meeting the facility requirements are then determined in order to prepare for the long-term development of the Brainerd Lakes Regional Airport, while also planning for the implementation of near-term improvement projects. Several improvement scenarios that meet the facility requirements are developed for consideration.

In the next month or so, the Brainerd Lakes Regional Airport Commission will be inviting the public to review these first parts of the master plan process so the airport can truly develop into a facility that serves the Brainerd Lakes Region over the next 20 years.

Thank you for reading this edition of Short Final. If you haven't done so, please drive, fly, walk, or bike to the Brainerd Lakes Regional Airport to experience all that the airport has to offer.


Steven Wright, A.A.E. – Airport Director

## Airport Master Plan

As mentioned in the directors comments for this quarter, periodically, the master plan for the future of the airport must be updated and submitted to the Federal Aviation Administration. This master plan is a crucial document to the future of the airport as the FAA uses it to determine it's funding for future projects. Generally speaking, future projects must be in the master plan to be approved for federal funding, and as a general rule to qualify for State of Minnesota funding. The update of this master plan is an enormous effort and requires a great deal of time and the full expertise of the airport engineers of record. The cost of the development of the master plan is mostly funded by the Federal Aviation Administration.

Working for nearly the last 10 months, Mead and Hunt, engineers for the airport, have completed the first four chapters of the new master plan, outlining the future development of the airport for the next 20 years. While still in the draft stage, users as well as the general public are being given an opportunity to provide input.

The unveiling of this first four chapters of the master plan will reveal those plans for the airport, and will inform tenants and users of what to expect in the next two decades.

The public review of the new master plan will take place on September 27, from 5:00 pm in the terminal. All airport business tenants, hangar tenants as well as those interested in the airport are encouraged to attend. 

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**Upcoming Events**

September 27, 2016	Master Plan Review Open House 5:00 p.m - 7:00 p.m. Airport Conference Room
October 20, 2016	Airport Commission 9:30 a.m.
November 17, 2016	Airport Commission 9:30 a.m.
December 15, 2016	Airport Commission 9:30 a.m.

*Commission meetings held in airport conference room unless indicated.*

**NorthPoint Aviation Acquires “Radio Shop”**

NorthPoint Aviation has recently acquired Avionics Minnesota, the aviation electronics services provider at Brainerd Lakes Regional Airport.

Avionics Minnesota has been a long time tenant for the airport and is well known for its expertise in aviation electronics throughout the state of Minnesota and beyond.

Affectionately called the “Radio Shop” by local pilots, today’s technology in avionics and glass panel applications means that communications radio work is a small part of the services they provide. Navigational systems, autopilot systems, and new instrument panel installations have eclipsed “radio” work in the scope of their services. The upcoming 2020 FAA mandate for ADS-B installation is sure to increase their workload.

Avionics Minnesota also holds a certified avionics repair station license from the FAA and is a certified Garmin electronics repair station, one of the biggest names in aviation electronics.

In addition to broadening the customer offerings of NorthPoint, this acquisition also provides NorthPoint with valuable additional hangar space, as now all remaining main ramp hangar space is occupied by NorthPoint, or its principal.

With this acquisition NorthPoint is now one of the most complete aviation providers in north central Minnesota if not the entire state. ☺

**Airport Minimum Standards**

The airport is in discussion to define minimum standards for commercial operation on airport property.

Published minimum operating standards are very common for airports of our size and larger, and help to provide for the public the standards required in order to do commercial business on the airport.

A minimum standards committee has met twice to discuss this process and has found the requirements diverse and difficult to define. The process will continue through October in the hopes that a definitive set of standards may be presented to the airport commission in 2017.

These minimum standards will help to define the business tone of our airport and will affect businesses on the airport as well as individual hangar tenants. All business and hangar tenants are encouraged to contact the airport director for more information or to discuss any concerns. ☺

**Canadian Snowbirds Visit Brainerd**

A surprise visitor to KBRD arrived on August 1, 2016.



The Canadian Snowbird Jet Aerobatic team stopped at Brainerd on their way back home from Airventure 2016 at Oshkosh Wisconsin. The Snowbirds were on their way to Saskatchewan Canada, their home base, after several performances at the Oshkosh air show. The team, consisting of 9 CT114 jets for performance and 3 more support/backup aircraft stopped for fuel, taking on some 2,700 gallons.

One might say that the Snowbirds are the Royal Canadian Air Force equivalent of the United States Thunderbirds or Blue Angels, however some significant differences exist.

The Snowbirds fly a 9 ship formation as opposed to a 6 ship formation for the U.S. teams. They also fly a jet that was designed as a two person training aircraft, as opposed to a first line fighter as flown by the U.S. teams. But don't let that fool you to believe that the Snowbirds performance is not as exciting. While the Thunderbirds and Blue Angels, fly a high energy performance, the Snowbirds, with all nine aircraft demonstrate a breathtaking grace and visual experience second to none. Like all jet demonstration teams, precision is the key and that extends to on the ground as well as in the air.

After fueling at Brainerd, the Snowbirds put on quite a performance of precision, marching to their respective aircraft, donning their helmets, and closing canopies with precise synchronization. Taxiing out to the runway at precisely the same spacing, they were off to the northwest to head for home.

Thank you Snowbirds for making Brainerd your stop on the way home. ☺

**Cougar Gets a Bath**



No, the “Airplane on a Stick” is not on fire. When the aircraft was refurbished in 2012 plans were made to wash the dirt and grime and bird droppings off of the airplane every two years. This helps to keep the finish bright and shiny. Scrubbing from the bucket truck and rinsing with the fire truck is the preferred method, unless you are the guy in the bucket truck and then you get a bath too! ☺

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**1941 to 2001**

As this is written, we have just finished observing the anniversary of September 11, 2001, a day that most of us will remember forever. The impact of that day was significant on all of us no doubt, and particularly impactful on aviation. Some would say that general aviation has never fully recovered from that fateful day.

December 7, 1941 had a similar impact to those alive at the time, and had much the same effect on aviation across the nation and right here in Brainerd.

The 30's were a heyday for aviation all over the country. The general public had developed a thirst for the excitement and romance of aviation. Brainerd was no exception. The current Brainerd Airport as we know it did not yet exist and the Brainerd Airport, know as Rosko Field sat south of town on 13th. street, just north of where the County Fairgrounds is now. Over the years from the last air show of 1932, the airport was frequently used by barnstormers, parachutists, recreational pilots and Trimotor aircraft hawking rides to willing local families. The City of Brainerd leased the airfield from the Rosko Brothers and called it the Brainerd Airport. In 1939 George Fairfield, an instructor from Alexandria, opened the first flying school at Brainerd with 11 students.

The clouds of war were beginning to darken in Europe and the response was to begin training pilots. The headline in the Brainerd Dispatch of May 24, 1940 read: "To Train 50,000 Civil pilots as Defense Pool." The push was on to assemble an airborne fighting force in preparation for the war that seemed inevitable. The City of Brainerd approved funding to construct a 9 plane hangar at Rosko Field. By the time it was completed in the spring of 1940, there were already 7



planes at Rosko Field. Sixty local youth were offered ground school scholarships from the Junior Chamber of Commerce, with the promise that the top ten students would receive free flight training of up to 50 hours. Adults were

given the opportunity to learn to fly at extremely reasonable rates, with the expectation that they might be the fighter pilots of tomorrow. Many youth and adults took advantage of the opportunity with 51 registered for ground school in August of 1940. Of the 51, 43 graduated from ground school with 12 of those winning scholarships for free flight training, two more than originally planned. By December of 1940 another plane was added to supplement the additional flight training of the 12 students.

In March of 1941 early rumblings of building a new airport were first heard. Again, preparing for war, consultants reported that the cost of lengthening the existing runways to accommodate the new high speed Army planes would likely be

more than the cost to construct a new airport. The new airport built to CAA(Civil Aeronautics Authority) specs was to be part of the national defense program encouraging the construction of airfields across the United States. Brainerd would soon enter the air age!

The headline of the Brainerd Dispatch on December 8, 1941 said, "U.S. Declared War", and in the lower right corner was a story declaring Brainerd Airport closed by national order grounding all but commercial aircraft. Brainerd airport was locked down and under 24 hour military guard. The first test for the guards came on December 19th when a small plane from the Twin Cities landed at the airport and the two men on board were taken into custody and detained overnight. It was also reported that several residents had called the police having seen the aircraft, concerned that it could be Japanese. Pilots, now almost twenty in Brainerd were grounded and also required to apply for a new Airmans Identification Card.

In early February guards were to be removed from airports, but because Brainerd was not a CAA approved airport, they would be required to have a 24 hour guard, lights on at night and a telephone on the field. Believing this to be a burden too great to bear, the city council indicated that they would close the airport and all aircraft would need to be dismantled and removed. For a short period of time the city moved power and light workers over to the airport to stand guard 24 hours a day while the owners and pilots of the aircraft in Brainerd attempted to figure out a way to meet these requirements.

By early April 1941, still grounded, the pilots and aircraft owners proposed some financial assistance to the city so as not to close the airport. While the council approved a short reprieve, it was to end on April 29, 1941 when the CAA padlocked the remaining 7 aircraft in the hangars by Federal order. The telephone and lighting had still not been installed, and the guard, supposed to be 24 hours a day was just a part timer.

By May 6, 1941 the CAA was tired of waiting and gave the city council until May 13th to decide if they would comply with the federal wartime rules. Despite negotiations and attempts by the aircraft owners to post volunteer guards, the deadline came and the requirements were unmet.

On May 14, 1941 the Brainerd Dispatch reported: "Brainerd Airport Closed; Airplanes To Be Dismantled." Under CAA regulations, engines, landing gear and wings must be stored under lock and key in an approved building and only small parts of the airplane can be stored in the hangar, which must be padlocked at all times. Most owners began immediately to dismantle their aircraft under the watchful eye of federal inspectors. This would spell the end of aviation in Brainerd for 3 full years, and while this airport was closed, planning work went forward to build a new airport.

On May 14, 1944, three years to the day, Brainerd Airport/Rosko Field re-opened with just one aircraft on the field. ☺

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**It Happened in Aviation**

October 8, 1929...Monarch Foods Ford Tri-Motor drops Brainerd Dispatch newspapers over Crosby

October 12, 1976... The NASA/U.S. Army rotor systems research aircraft produced by Sikorsky as the S-72 makes its first flight.

October 15, 1913... Lieutenant Ronin makes the 1st official airmail flight in France.

October 21, 1940... Local pilot Gay Flaata is killed in crash near Pierz

November 6, 1915... The 1st catapult launching of an airplane from a moving ship is made from the USS North Carolina in Pensacola, Florida.

November 16, 1915... Victor Carlstrom becomes the 1st pilot to fly from Toronto to NewYork. Carlstrom flies in a Curtiss R-2 biplane and was in the air for 6 hours and 40 minutes.

November 23, 1943...Local boy Dale Headlee, crew member on a B-17, flew his formation of two bombers over his home town of Pequot Lakes. Onlookers said they made two passes over Grace Lutheran Church as low as 100 feet.

November 28, 1939... First flying school opens at Rosko Airport Brainerd, with 11 students.

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.

December 5, 1937... Fire burns main building at Brainerd's Rosko Airport.

December 20, 1928... Australian George Wilkins and Lieutenant Carl Eielson make the first flight over Antarctica. They use a Lockheed Vega for the 10-hour flight. 📷

**Today's History Lesson**

When Henry Ford entered the aviation business, he did so wholeheartedly. Not only did he start building hundreds of sturdy three-motored airplanes, but he also constructed the most modern airport in the world, Ford Airport in Dearborn, Michigan with two runways, with the then-incredible length of 3,400 and 3,700 feet respectively, and a modern terminal

building and roomy hangars completed the picture.

Dr Hugo Eckener, of Zeppelin fame, told Ford that he would love to come visit the airport, but couldn't because there was no mooring mast. Consequently, Ford erected a mooring mast. When pilots complained that the field was too muddy and used the not too flattering expression, "Lake Ford," Henry Ford promptly constructed concrete runways, the first in the world.

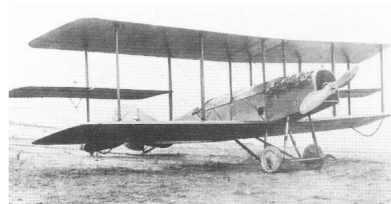
Traffic grew, and eventually Ford persuaded the transport lines flying into Detroit to use his airport as a terminal. This, however, came to an abrupt end. One Sunday a large number of airplanes flew over the Ford house. Mrs Ford told her husband that she thought those planes ought not be flying on the Sabbath. The next day, Ford ordered his airport manager to stop all flying from the airport on Sundays!

Thus did Ford Airport not only became the only one in the world with concrete runways, but the only airport in the world that was closed on Sundays. Two firsts. Not bad.

(The Wartime Journals of Charles A. Lindbergh) 📷

**Name the Plane**

If you think you can identify this airplane, be the FIRST person to 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 Ken Perry correctly identified the Curtiss Model 50 Robin.

**Breakfast Casserole**

*From former Airport Commissioner Beth Pffingsten and Husband/Pilot Tom Pffingsten*

**Cheese Sauce:** Melt 2 tablespoons butter, blend in 2 tablespoons flour, 1/2 teaspoon salt, 1/8 teaspoon pepper. Add 2 cups milk, cook and stir until bubbly. Stir in 4 oz. shredded American cheese until melted.

**Casserole:**

4 oz. diced Canadian Bacon or ham	1/4 C diced onion
3 tablespoons butter	12 eggs beaten
3 oz. can mushrooms	4 tsp. butter
2 1/4 cups bread crumbs	1/8 tsp. paprika

*Cook bacon or ham and onion in 3 tablespoons butter until onion is tender but not brown. Add eggs and scramble until set. Fold mushrooms and cooked eggs into cheese sauce, and turn into 9 x 13 baking dish. Keep in refrigerator overnight. Combine 4 tsp. butter, bread crumbs and paprika. Sprinkle on top of mixture in pan. Baked uncovered for 30 minutes at 350 degrees.*