



Newsletter - October 2020

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***Burnett County Airfield**

***Focus On EAA Chapter 1537 Member, Ken Kreutzmann**

Burnett County Airfield (KRZN)

The start of Burnett County Airport began at the end of World War Two when the then Burnett County Board Chairman Mr. Fred Nordin traveled to Chicago during April 1946 to visit the offices of the C.A.A. (Civil Aeronautics Administration) and attend the opening of the bids for construction of Burnett County Airport.

The Griffin Contracting Company of the Twin Cities was awarded the contract for clearing, grading and drainage. Fielding and Shefley were granted the contract for paving. Bids for the clearing grading and drainage were from \$267,000 to \$409,000 and the winning bid for paving was \$267,000.



Construction was basically completed in the fall of 1947 with a final seal coat given the surfaces in the spring of 1948.

According to the Burnett County Historical Society the Airport was dedicated on June 22, 1948 with over 15,000 people attending the dedication. Included were Army, Navy and Marine aircraft. The dedication was hosted by none other than Sherm Booen, then reporter at WDGY and the future host of WCCO TV's "World of Aviation" and Minnesota Aviation Hall of Famer. The aircraft included Corsairs, Hellcats, Avengers, Hell Divers, a Catalina and one R4D. Queens were crowned and dignitaries from Madison greeted the people.

Construction of a hangar was granted to Consolidated Lumber company to be completed by the Dedication on June 22, 1948. The 50 by 80 foot building was used to provide storage for aircraft and operation of the flight instruction program.

At the time of the dedication, the then largest airport in Northwestern Wisconsin had 4 instructors and had given G.I. training to 120 students and some 150 other students had received flying lessons. The fleet of aircraft consisted of ten airplanes and one seaplane. Further use of the airfield was a contract with Minnesota Power & Light to inspect power lines and a contract with the Wisconsin State Conservation Commission to monitor wildlife.



The Pia-Mor Airservice planned to provide air service to the various resorts in the Fish Bowl area. In the fall of 1948 Burnett County Airport put on it's first airshow, a tradition which continues to this day.

Lyle Russ, the manager of the airport and operator of the flying school, put together the airshow which consisted of various aircraft including Al Hean and his Stearman, Steve Whitman and his Clip Wing King Cobra, other flyers and the first skydivers in this area. Again the military was present with Navy Aircraft from the twin cities and a Marine aircraft from Quantico VA.

Lyle Russ for many years ran the airport and flew the power lines. Lyle is gone now and these dates are just approximate but in the 1950's, Lyle built the existing terminal which at that time was a hamburger joint and bowling alley. He leased out the restaurant and the bowling alley which were run by various people including Ed Schied and Dair Stewart for about the next ten to fifteen years or so. The bowling alley and the restaurant closed as time went on and the building became the terminal as it is known today.

The hangar alley was completed sometime in the 70's and construction was started on the hangars in various stages as we know them today.

Today, Burnett County has shown renewed interest in the Burnett County Airfield with the new County Building and additional commercial interests on the field including Allina Health's Life Link Helicopter and facilities. The Wisconsin DNR maintains hangars at the airfield and also provides aircraft and a base to assist in area firefighting efforts in the Spring.



In 2019, renovations of the 3,900' x 75' asphalt runway 5/23 were finished. Further, the 5,000' x 75' runway 14/32 was seal coated and restriped.

Burnett County Airfield also has new fuel facilities providing both Jet A and 100LL fuels. General aviation aircraft airframe, powerplant and avionics services are available through an A&P I/A on the field. The airfield terminal building has a pilot information center for flight planning and EAA Chapter 1537 has an aviation resource center for everyone. Things are looking good!



man of the Burnett county board airport com- conservationist—(evening telegraph photo by
mittee; James Corcoran, Webster, ardent pro- Mrs. T. C. Hansen.)



DEDICATION
JUNE 22, 1948



SPECIAL THANKS TO:

BURNETT COUNTY HISTORICAL SOCIETY

MR WALLACE BENSON

MR & MRS DAIR STEWART



Spotlight on EAA Chapter 1537 – Northwoods Flyers Members

Ken Kreutzmann – In His Own Words

“My Aviation History”

My interest in aviation is lifelong starting as a kid and began in earnest as I had the opportunity to fly with a fellow named Sam McGregor. Sam was the night guy at my Dad's filling station and was building time as he was earning income working at the filling station. I was in high school when I flew with Sam in his aircraft. He taught me about basic aircraft operating procedures, traffic patterns, radio ranges, A and N quadrants and orientation turns. Sam eventually became a Captain for Eastern Airlines.

My home town is Madison Wisconsin where I attended Madison West High School and earned a four-year NROTC scholarship. I attended the University of Wisconsin at Madison. As I wore glasses in high school and college for astigmatism, I really did not plan on an aviation career in the Navy. In my junior year in college I was given the opportunity to go to Glenview Naval Air Station in Chicago for a flight physical and I decided to give it a try. To my surprise the eye doctor said I was border line for astigmatism but I passed. This opened up whole new career opportunities for me in the Navy. I applied to enter the Navy flight training program. I soloed and earned my private license as a pilot during my senior year at the University. At that time the Navy provided flight training to potential Naval Aviators to see if they were capable of flight. It was cheaper to determine if individuals were ready for training then sending them to Pensacola.



After earning my regular commission, I received orders to Pensacola and began my flight training with the Navy in the fall of 1962 initially flying the T-34. I was lucky enough to earn the jet pipe line, flying the T2J Buckeye, The F9F Cougar and the F11F Tiger Cat; qualifying on board ship in the T2J Buckeye and the F9F Cougar.

I earned my wings as a Naval Aviator in the spring of 1964 with orders to the A4 Skyhawk Replacement Air group at NAS Lemoore, California. After finishing transition training, I went to my first squadron, VA-164 (The Ghost Riders). In the spring of 1965 VA-164 deployed with Air Wing 16 on USS Oriskany to Vietnam. Between my tour in 1965 and my second tour in 1966 (Call sign K-10) I completed 177 combat missions mainly over North Vietnam with some missions to South Vietnam and Laos.

After being combat limited, I received orders to VA-122 (NAS Lemoore) in 1966 to be an instructor in the brand new A7 corsair II. Completing my tour in VA-122 I resigned my commission in the Navy in 1968. During my six plus years on active duty I completed 345 carrier landings (299 on USS Oriskany) and received the Distinguished Flying Cross, two Navy Unit Commendations, sixteen Air Medals, three Navy Commendation Medals, the Vietnam Service Medal, the National Defense Medal, the Vietnam Gallantry Cross and the Republic of Vietnam Campaign Medal.



Climbing aboard the A-4



On the Deck of the Oriskany



After leaving the Navy, I began my career with Northwest Airlines in December 1968. During my career with Northwest Airlines, I flew as second officer (flight engineer) on the Boeing 707 and 727, then the Douglas DC-10, and Boeing 747-200. As first officer (copilot) I flew the 727, Boeing 757 and DC-10. In 1985 I made Captain with the Airline and flew the 727, 757, Airbus A320, DC-10 and retired on the 747-400 in 2000. I instructed on most of the aircraft listed above and was an FAA Designee on the 727 (flight engineer) and the 757 (Captain). I completed my training department service with a brief stint as the Director of Training for Northwest Airlines.



Captain Ken Kreutzmann



Today in my retirement, I continue to fly light aircraft. Previously I've owned and flown several aircraft including ownership of a Cessna195, a V tailed Bonanza and Cessna182. I currently am a partner in a Cessna150. I received my Wright Brothers award from the FAA in 2010 after 50 years of accident free aviation and continue to enjoy flying today at age 80.

Ken Kreutzmann