

"EXHIBIT "A"  
 "ALBERT G. WHITNEY MEMORIAL AIRPORT"  
 ST. CLOUD MINNESOTA STEARNS COUNTY

SCALE - 1" = 100'

BOUNDARY LINE AIRPORT PROPERTY \_\_\_\_\_

JANUARY 1962

How acquired:

Kind of instrument: conditional use

Date of instrument: December 27, 1933

Grantor: Whitney Securities Company

Consideration: 1.00

Date recorded: September 22, 1947

Recorded in: Stearns County on page 77 in Book 247

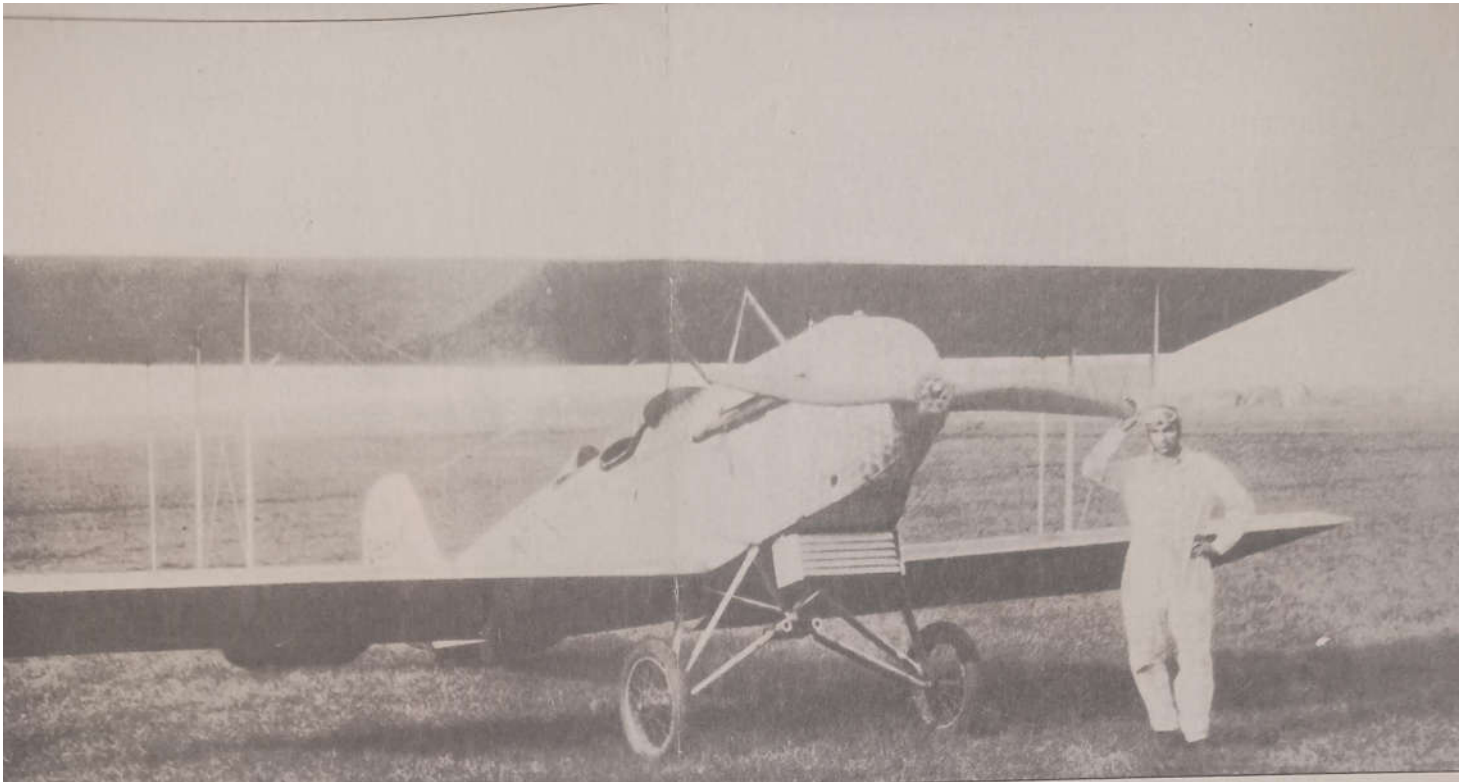
Detailed Description:

The NE $\frac{1}{4}$  of Section (3) township (124), Range (28), and the Southerly 150 feet of lot (4) and the westerly 350 feet of Lots (3) and (4) in Auditor's subdivision number 11 in Section (2) township 124 N, Range 28.W, containing 150 acres more or less.

Condition subsequent:

On the 27th Day of December, 1933, between Whitney Securities Company, a corporation under the laws of the State of Minnesota, party of the first part, and the City of St. Cloud, a municipal corporation under the laws of the State of Minnesota, party of the second part.

That the said party of the first part, in consideration of the sum of one dollar (1 dollar), to it in hand paid by the said party of the second part, the receipt whereof is hereby acknowledged, does hereby grant, bargain, sell and convey into the said party of the second part, its successors and assigns, forever, all the tract or parcels of land lying and being in the County of Stearns and the State of Minnesota, as afore described. To have and to hold same, together with all hereditaments and appurtenances thereunto belonging or in anywise appertaining, to the said party of the second part, its successors and assigns, forever. Upon the conditions, however, that the said city of St. Cloud, party of the second part, shall forever keep, maintain and use the property hereby conveyed as and for an aviation field or airport or recreation park, and for uses and purposes incident and usually connected therewith, for the City of St. Cloud, and that the same shall be forever named, designated and known as "Albert G. Whitney Memorial Airport." This condition to be construed as a condition subsequent, and if the City of St. Cloud, party of the second part, its successors or assigns shall ever fail or omit to so keep, use and maintain the same, then and in such case, the said real property hereby conveyed, and all rights, title, estate and interest therein hereby conveyed, shall be forfeited and the same shall revert to and vest in the party of the first part, its successors and assigns.



**Joe Williams**  
 posed in 1929 with an OX5 American Eagle at St. Cloud's first "flying field" west of the old railroad roundhouse, south of what is now Whitney Senior Center.



as the first female student to St. Cloud State Teachers College. She soloed on April 22, 1940.



man coordinated Van's Air Service Civilian Pilot Training program and was Van's Air Service instructor in 1940s.



**Joe Williams**  
 Writing about Minnesota aviation

# Former pilot scours area for information on aviation history

By MIKE NISTLER  
 Times Staff Writer

Aviation history in St. Cloud was launched on a September afternoon in 1890 when a man named Dockstader navigated a balloon over the local fairgrounds.

Since then many significant aviation events have occurred in St. Cloud and Central Minnesota.

It's those happenings that Joe Williams is trying to learn more about.

Williams, a former pilot and researcher from Coon Rapids, is scouring the St. Cloud area to gather information for a book titled "History of Minnesota Aviation." The book, which will not be published for "four or five years," Williams said, is being co-authored by Noel Allard and Jerry Sandvik. The project is being funded through a Minnesota Historical Society grant.

But for Williams, who learned to fly in 1937, the work is intriguing.

"I've already done a lot of research in St. Cloud," said Williams, who will conduct two meetings in the area to hear firsthand stories about local aviation. Those meetings are scheduled for Nov. 22 at Whitney Senior Center and Nov. 23 at the St. Cloud Airport. Both meetings begin at 10 a.m., Williams said, and will end when no one has anything more to say.

"We'd like to hear from anybody who might have some information about aviation in this area," said Williams, who is no stranger to St. Cloud. He was an aviator and flight instructor in St. Cloud in the late 1930s and early '40s.

Williams was employed by B.G. Vandre, who operated a commercial flying school in town. He primarily taught young pilots in the government-financed Civilian Pilot Training (CPT) program. The CPT was established to prepare a large pool of pilots in the event of a war, Williams said.

Some of the more interesting tidbits of information Williams has been able to document include:

■ In June 1928, St. Cloud's first "flying field" was established at the corner of 11th Street and 22nd Avenue North, or "northwest of the railroad roundhouse," as people referred to it then. The airport was established by Sven Peterson, one of the people most instrumental in St. Cloud's flying history. Peterson, now in his 80s, lives in St. Louis Park.

■ In 1929 St. Cloud's first municipal airport was opened after Alice Wheelock deeded land to the city for such a purpose. The airport, situated east of St. Cloud and north of Cable, was known as "A.G. Whitney Memorial Airport."

■ The same year, North Star Aircraft Manufacturing Co. was organized in St. Cloud. The company manufactured one airplane, the "Liberty Bell Spirit of St. Cloud." This biplane, powered by an Hispano-Suizo 180-horsepower engine, had a less-than-successful debut. On its first test flight it crashed. The test pilot was not badly injured.

■ In about 1935, the second "A.G. Whitney Memorial Airport" was dedicated. This landing strip, situated where Whitney Senior Center is today, was established so an airport would be closer to St. Cloud. This landing strip was in operation until 1970, when the present airport was established, Williams said.

Peterson isn't the only St. Cloud resident who helped shape aviation history. The list of names is as long as a plane's propeller.

A woman named Edith Campbell, for instance, learned to fly in 1935. At that time, Williams said, female pilots were a real minority. On April 26, 1938, the 20th anniversary of air mail service in the United States, Campbell was chosen to

# Airports evolve from progress

The first flight of a plane in St. Cloud occurred on Oct. 8, 1912, when Dr. F.M. Bell flew his plane up almost out of sight after lifting off from the baseball fields near Lake George.

After making a broad turn to return, Dr. Bell was forced to land in a cornfield.

## Northside Airport

For barnstormers who flew into St. Cloud during those early days of flight seeking a nickel or more for rides, the landing field of choice was the field "three blocks northwest of the Great Northern roundhouse." This was a 106-acre field with its eastern half roughly centered at 22nd Avenue and Ninth Street North.

The story of the "port" in St. Cloud begins here, at what came to be known as the Northside Airport. It continues at sites out of town, back into town, and then out of town again. Chad Smith flew into this field near the roundhouse frequently and in 1927 he gave a ride to Sven Peterson, who lived nearby. This inspired Sven to purchase his own plane in 1928. He then leased the field strictly for flying and kept his plane there. (Sven Peterson later would be appointed to the Minnesota Board of Aviation for his efforts to develop flight in Central Minnesota.) The only drawback to the Northside Airport was a power line that ran along 22nd Avenue.

This made night flights somewhat difficult. But, according to Jack Kipp, a frequent barnstormer there, "We needed the money, so the power line didn't stop us so long as we had the lights of two cars."

An important asset of Northside Airport was its "personnel." Edmond "Ding" and Edward "Tuffy" Binsfield, twins who lived with their family near the field and were friends of Sven Peterson. The brothers kept an eye on planes on the field and assisted pilots as needed. The nearby Great Northern Hotel and its bar became a fa-



**Mike Moran**  
Times  
columnist

vorite hangout for the pilots. "Dutch" Heeck, the proprietor, reportedly frequented the field for rides.

In late May 1922, the Journal Press advertised an "Air Circus" at Northside Airport, promising many stunts. In early April of 1928, J.W. Chandler put on a show at the Northside Airport. Chandler held the record for most continuous complete loops in a row, 543 in four hours. But in July 1928, the Journal Press reported that the "Stranolind," one of the largest planes in America, would be stopping in St. Cloud to promote "air mindedness."

The power line along 22nd Avenue, limited the runway at Northside Airport to 1,600 feet, well under the 2,400 needed by the Stranolind. It wasn't long before calls began for a larger, more official airport.

## Whitney airport

In March 1929, Alice Whitney, widow of prominent St. Cloud businessman and civic leader A.G. Whitney, donated 143 acres near Cable, southeast of St. Cloud for a "Whitney Memorial Airport." The new "port" was rushed to completion. A grand opening was held May 23-25, 1929. Sven Peterson's plane was among those on display.

Famous pilots performed aerial acrobatics. Speeches were made. One of the pilots highlighted the safety of flying, saying that, "In the event of motor trouble, there is plenty of time to think. Planes are a great distance from the earth. It is easy to detect a smooth landing field."

In the grand finale, Nona Milloy, who had already done some wing walking, parachuted down from high above the thousands in attendance. Milloy landed in a tree 2 miles east of the airport. "The specs or The Whitney Ca-



Photos courtesy Stearns History Museum

Crowds would gather to watch the planes at the St. Cloud Northside Airport.

ble Airport were unimpressive: "Lighting — none; Hangar — none; personnel — none."

Despite the new official airport, many local pilots continued to use the Northside Airport because of its more central location. When Ray Russel and Chet Heinzel completed their glider in 1931 they became part of mini airshows that were still held at the Northside airport. Their glider was launched by several men who would stretch and then release a large "band" made of inner tubes. It was reported, though, that they obtained better flights when towed by a car or motorcycle.

In late 1932, it was said that Northside Airport was the most exciting place to be in town on a Sunday afternoon. When the Department of Commerce was providing money for airport improvements in 1933, the Whitney Cable Airport was deemed insufficient for upgrade funding. Also, the money could only be had if applied to a new airport closer to St. Cloud.

## 'New' airport

Whitney once again stepped forward. By late December 1933, a land swap of sorts was made in which the city returned the Cable property to her in exchange for an almost equal amount of land between



Sven Peterson stands beside his plane in 1930.

17th Street North, and the Sauk Rapids bridge.

The grand opening for the new Whitney Airport took place June 30, 1935. This was a more subdued affair than the grand opening near Cable. The grand finale did include another parachuting display, though, this time by young Betty Goltz. In what was taken to be a good omen, Goltz landed right on the target. Action over at Northside Airport began to slow, despite the efforts of Sven Peterson and other local pilots. But it was only after Pearl Harbor that St. Cloud's first common landing field was ordered to close. The few planes remaining there were either sold or mobilized.

The convenience of the new Whitney Airport's location was praised by many. The city encroached upon this airport's borders through the years until July 24, 1970, when it was closed and a newer, more

modern airport opened on a 400-acre site five miles southeast of St. Cloud.

## St. Cloud airport

The opening of the new municipal airport consisted of a "fly-in" (actually a transfer of some planes from the Whitney Airport to the new airport) and an informal ceremony between airport and city officials.

The large planes that take off or land at St. Cloud's Municipal Airport today roar to the progress of St. Cloud, and watching these modern aircraft take to the air is always amazing. Yet, they may never match the thrill of an afternoon air show at St. Cloud's Northside Airport, back when a plane flight began with nickel and a pilot shouting "Contact!"

This column is the opinion of Mike Moran, a local history author. You can write to him in care of the St. Cloud Times, P.O. Box 768, St. Cloud, MN 56302.

# 20,000 See Air Circus at St. Cloud Airport Dedication



THERE SHE GOES! With faces turned toward a tiny speck in the sky, these folk who were part of the 20,000 at the St. Cloud airport dedication yesterday watched Betty Goltz start her parachute drop.



TWO KINGS AND A QUEEN! Art Goebel, left, and Jimmy Mattern, right, kingpin fliers who took part in the ceremonies, are shown with Edith Campbell, queen of the air circus.

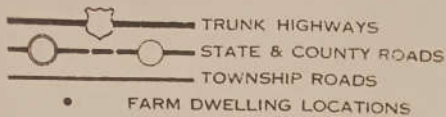


THIS SEA OF FACES represents part of the crowd that gathered from all of Central Minnesota for the day's celebration.



SAME LAST NAME BUT G. E. McCadden, left, who managed the sky circus and Dr. W. A. McCadden, who represented the state aeronautics commission at the dedication, are not related.

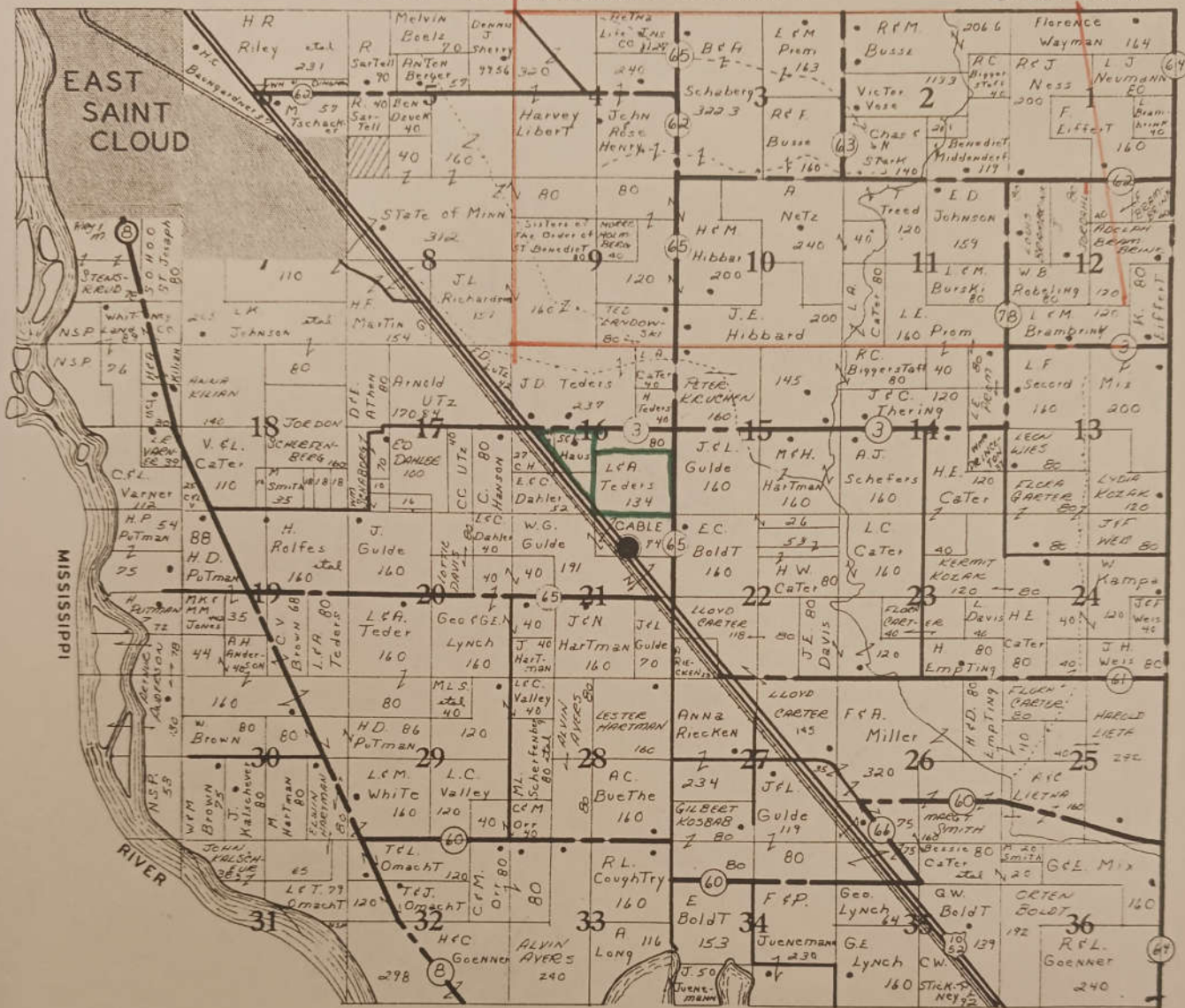
1970 AIRPORT  
 1929 AIRPORT



43

HAVEN TOWNSHIP

TOWNSHIP 35 NORTH RANGE 30-31 WEST SHERBURNE COUNTY



FARMER'S DIRECTORY

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| AYERS, ALVIN   |      |      | 33 0 |
| AYERS, ALVIN   |      |      | 28 0 |
| BENDER, M.     |      |      | 5 0  |
| BIGGESTAFF, R. |      |      | 15 0 |
| BOLZ, MELVIN   |      |      | 5 0  |
| BOLDT, ORTEN   |      |      | 35 0 |
| BRAMBRINK, A.  |      |      | 12 0 |
| BRAMBRINK, F.  |      |      | 12 0 |
| BRAMBRINK, J.  |      |      | 12 0 |
| BRAMBRINK, L.  |      |      | 12 0 |
| BROWN, CLAR.   |      |      | 19 0 |
| BROWN, W.      |      |      | 30 0 |
| BURKE, LARRY.  |      |      | 11 0 |
| BUSSE, R.      |      |      | 2 0  |
| CARTER, LORA   |      |      | 13 0 |
| CARTER, LORA   |      |      | 22 0 |
| CATER, ART.    |      |      | 24 0 |
| CATER, FLODA   |      |      | 23 0 |
| CATER, HAR.    |      |      | 14 0 |
| CATER, LLOYD   |      |      | 29 0 |
| CHAFFIN, P.    |      |      | 15 0 |

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| DAHLER, ED.    |  |  | 16 0 |
| DARBY, JUDG.   |  |  | 21 0 |
| DARBY, LOUIE   |  |  | 20 0 |
| DINGWALL, W.   |  |  | 6 0  |
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| EICH, JOE      |  |  | 7 0  |
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| EMPTING, M.    |  |  | 23 0 |
| ENGLAND, F.    |  |  | 6 8  |
| GILL, GEO.     |  |  | 8 8  |
| GOENNER, R.    |  |  | 35 0 |
| GOLDE, JOS.    |  |  | 20 0 |
| GULDE, JOF. W. |  |  | 27 0 |
| HARTMAN, ELWIN |  |  | 30 0 |
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| HARTMAN, M.    |  |  | 15 0 |
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| HIBBARD, J.       |  |  | 10 0 |
| HOLMBERG, W.      |  |  | 9 0  |
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| JOHNSON, E.       |  |  | 12 0 |
| JUKEMANN, BRAD.   |  |  | 14 0 |
| KAL SCHUEER, J.   |  |  | 10 0 |
| KAL SCHUEER, JOHN |  |  | 11 0 |
| KAMP, W. F.       |  |  | 24 0 |
| KILIAN, ANNA      |  |  | 18 0 |
| KILIAN, L.        |  |  | 27 0 |
| KOSBAR, SILS.     |  |  | 28 0 |
| KOSBAR, CHAR.     |  |  | 13 8 |
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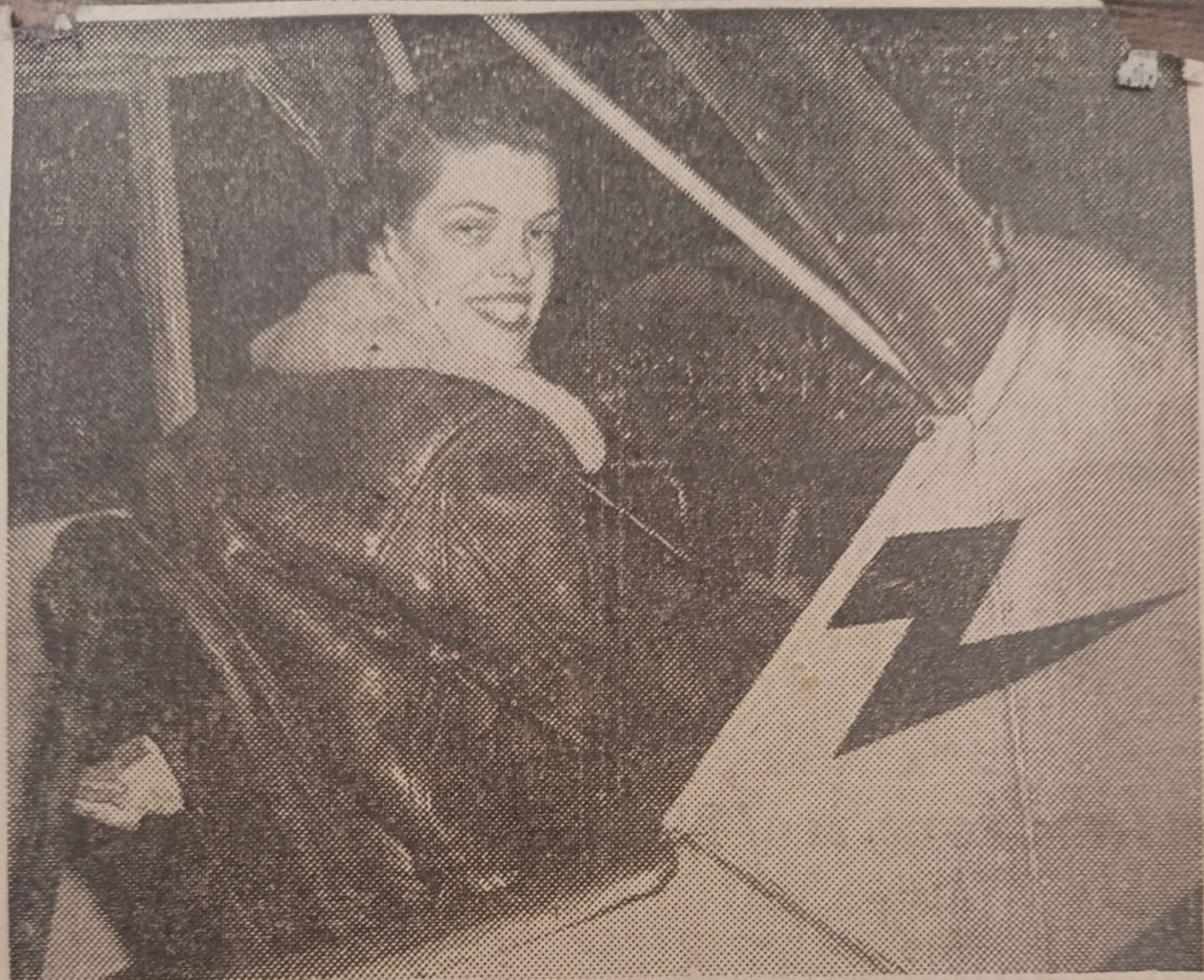
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**KAY McENROE** has been added as an instructor on the **Vans Air Service** staff at the **St. Cloud** airport. Her duties will include that of giving women flight instructions and of taking charge of women flying clubs. Miss McEnroe is a licensed parachute rigger, and has been flying since 1939 having in excess of 1800 hours in the air. During 1943-44 she was an instructor in the army indoctrination program at Fargo. (Times photo)

Nov. 28 - '45



B. G. VANDRE





**'van'**



# Airport builds on successes in St. Cloud



TOP: Private jets wait to be fueled Wednesday at St. Cloud Aviation next to St. Cloud Regional Airport. ABOVE: Bill Towle, director of St. Cloud Regional Airport, talks about projects in the works Wednesday including this hanger under construction. JASON WACHTER, JWACHTER@STCLOUDTIMES.COM

By Kari Petrie  
kpetrie@stcloudtimes.com

It has been a good year for St. Cloud Regional Airport. More than 20,000 passengers have gone through the airport this year through August. Allegiant Air, which has flights going to Mesa, Ariz., announced that it will start flights to the Orlando, Fla., area. And several building projects are underway to improve service at the airport. It's a turnaround for an airport that just a year ago did not have an airline carrier, lost traffic from the St. Cloud State University

**MORE INSIDE**  
The FAA could be loosening its in-flight electronic devices rules next week. **PAGE 10A.**

Aviation Department after it closed and earlier this year was in danger of seeing its control tower close because of government spending cuts. "What a difference a year makes," Airport Director Bill Towle said. "After the challenges we've had ... things are really turning around."

“What a difference a year makes. ... After the challenges we've had ... things are really turning around.”

**BILL TOWLE**, Airport director

See **AIRPORT**, Page 4A