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HEROS OF AVIATION—WALTER BULLOCK



Iver A. Anderson immigrated to the United States from his home in Rorevik, Norway. Iver arrived in New York from the port of Trondhjem, Norway and arrived in Vesta, Minnesota in 1902. In March of 1917 German U-boats had sunk four American ships and the U.S. Congress declared war against Germany on April 6, 1917.

Iver filed for U.S. Citizenship on April 8, 1918 and to renounce his allegiance to the King of Norway, Haakon VII. On May 17, 1918 Iver financed travel to Greenville, South Carolina to enlist in the armed service and was inducted May 22, 1918 at Camp Severe. On June 13, 1918 Iver became a citizen of the United States. He applied and was accepted into the 6th Provisional Regiment, Aviation Troops, Squadron F, Camp Green, Charlotte, North Carolina on June 28, 1918 for intensive training on Spad Aircraft. He was then assigned to Hempstead Field 2, New York awaiting orders from the 1102 Aero Squadron that was organized on May 12, 1918 in France at Colombey-les-Belles Airdrome as an Air Service Replacement Squadron, 1st. Air Depot. The 1st Depot supplied 33 combat airfields and 44 Squadrons as well as 23 balloon observation companies. Of the front line combat squadrons, 38 were fully equipped by the 1st Air Depot. The 1102 Aero Squadron was demobilized March 1919. Iver was discharged after the Nov. 11, 1918 armistice and settled in Texas.



Iver A. Anderson



The airplane industry in the U. S. experienced a sharp drop in demand for new aircraft. Surplus war planes were available at low cost making it easy for young aviators to try their skills with these new found opportunities in this new developing industry.

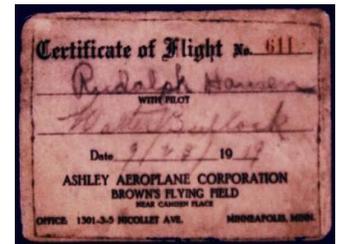
Walter Bullock, a 17 year old pilot made his entry into the field of aviation, and bought his first airplane for 85\$. He developed airmail service, pilot training, repairing, barnstorming and giving rides.

This new aviation adventure drew large crowds filling stadiums at county and state fairs as well as air shows promoted by airplane manufactures, inventors and fair organizers eager to introduce aviation to a public that embraced this new era of flight.

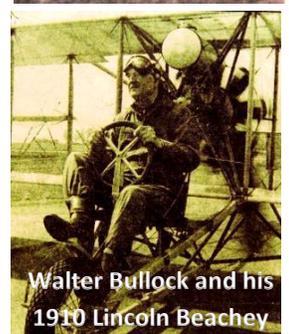
Walter Bullock has been credited for establishing the first airport in the Minneapolis, Minnesota area called *Brown's Flying Field* in what is now Brooklyn Center. The address was 1301-3-5 Nicollet Avenue, near Camden Place and in 1919, Walter sold airplanes with Emos Ashley of *Ashley Aeroplane Corporation* and gave rides and instruction from that airfield.



Rudolph J. Hansen was a 19 year old farm boy that got an airplane ride with Walter on September 23, 1919. He was given a *Certificate of Flight* card No. 611 that he kept as a prized possession and never lost his love of flying. In his lifetime he experienced aviation as an airline passenger dating from the fledgling concepts of flight to the introduction of Boeing's 747 *Jumbo Jet* and the 737 *narrow-body* aircraft.



Rudolph kept in contact with Walter and in 1969 the two men met again at Lakeville, Minnesota where Walter had built a reproduction of a 1909 Blériot Monoplane that was the first airplane to cross the English Channel July 25, 1909 as well as a 1910 Lincoln Beachey stunt plane. Beachey was a sensational aviator in the barnstorming and air racing circuits drawing large crowds at all of his performances.



Walter Bullock became America's youngest licensed pilot at the age of seventeen and taught Charles Holman, founder of *Northwest Airways* how to fly. By 1927 Walter had joined *Northwest Airways*, later to become *Northwest Airlines*. During WWII pilots were loaned out to the military so Walter had the opportunity to fly several types of planes and did flight tests for the development of deicing systems on wings and propellers that eventually were used on B-17 and B-24 Bombers for high altitude flying and cold climates. During his career Walter flew 10,500 hours and 1.25 million miles. *Captain Walter Bullock was inducted into the Minnesota Aviation Hall of Fame in 1988.*