

Kent Johnson learned to fly at Stanton from Clarence Hines. Kent liked it so well he never left. Now he is the airport manager. A flying “jack of all trades,” he instructs in all sorts of aircraft, repairs them and runs airport operations.

If someone doesn't want to learn to fly an aircraft with an engine, there are always gliders. Stanton offers instruction in soaring or you can join the Minnesota Soaring Club that has Stanton as its home base.



Glider at Stanton

Whether you want to be a pilot or are just interested in aviation, Stanton is there for you to explore. Drop by some nice day and see history touch the sky.

For More Information on Stanton, Soaring and Flying

Stanton Sport Aviation
1235 Highway 19
Stanton, Minnesota 55018
507-645-4030 or 507-263-2883
www.stantonairfield.com

AOPA
www.aopa.org

Minnesota Soaring Club
www.mnsoaringclub.com

Mn. Aviation Hall of Fame
www.mnaviationhalloffame.org

EAA
www.eaa.org



Where History Touches The Sky

On nice days pilots gather at Stanton Airfield. Graceful gliders, classic planes and new high tech sport planes take off and land on the freshly mowed runways. Stories are swapped, ice cream eaten and soda in glass bottles sipped. It is a special place that embraces modern aviation while preserving a unique piece of history.



Stanton Airfield

The Birth of the Airfield

As the United States made preparation for the inevitable entry into World War II the Civilian Pilot Training Program (CPTP) became an

important part of training military pilots.

Carleton College formed the Carleton College Aviation Corps modeled after the CPTP. In the spring of 1942 the college offered courses in air navigation, meteorology, gasoline engines, electronics, mechanical drawing and others in support of the war.

In order to train military pilots Carleton purchased 160 acres near Stanton, Minnesota and developed Carleton Airport. The village of Stanton began as a post office stop along a stagecoach route in the 1850s.

Hinck Flying Service provided flight instruction for military personnel and Carleton students. Clarence Hinck operated the flight training school at Stanton. His early career included



Flight Training

performing in the Federated Fliers Flying Circus. Clarence's contribution to aviation was recognized in 1990 when he was inducted into the Minnesota Aviation Hall of Fame.

Carleton students were able to take flight training as part of CPTP from November 1942 until April 1943 when the program was renamed the War Training Service (WTS). This program focused on the training of flight instructors for the military. Records indicate 240 students were trained by the time the program ended in 1944.

After the war Carleton students could again fly. A flying club was established on campus. In June 1944 the Hinck Flying Service left and the West Flying Service took over operations.

Making A Place For General Aviation

In 1946 management and instruction was assumed by Triangle Aviation, operated by Malcolm and Margaret Manuel. The Manuels purchased the airfield in 1955 and operated a flight school and charter service. The airport became home to gliders, skydivers and recreational pilots.

During the 1950's there was a B-17 and P-51 Mustang located at the field. Malcolm Manuel eventually patched up the B-17 and managed to get it off the short grass runway and fly it to Fleming Field in South Saint Paul. It was the first time he had ever flown a B-17.

It takes more than planes and buildings to make an airport work; it takes dedicated people. One person who made Stanton special was Clarence Hines. When he returned Minneapolis after winning a Bronze Star in WWII he took up flying at Stanton Airfield. Hines soloed in 1947 and went to work for the airport becoming the official tow pilot for the glider association based there as well as pilot for the local skydiving club. He flew charters, sprayed crops, demonstrated gliders, served as an instructor for wheeled, float and ski planes, maintained the airport grounds and even farmed the land around



Clarence Hines & Malcolm Manuel

the runways. When he retired in 1993, he had flown as a commercial pilot for 45 years and as a flight instructor for 43. Clarence was inducted into the Aviation Hall of Fame in 2009.

Embracing The Past, Assuring the Future

In 1990 the Manuels sold the airfield to Stanton Sport Aviation, a group of flying enthusiasts. The group works hard to maintain the grass airstrip and buildings as close to their original appearance as possible. In 2004, their efforts were recognized when Stanton was placed on the National Register of Historic Places. It was acknowledged for its role in World War II as well as the preservation of the original buildings and grass turf runways.

Stanton also made history in June 10, 2000 when President Clinton landed at the airfield on a visit to Carleton College. It was a busy place. He arrived in the Marine One helicopter. Three Sikorsky CH-53E helicopters carrying press and staff, two Sikorsky VH-3, and Marine Two for backup accompanied him. Two State Patrol helicopters were in the air, many Secret Service vans, and even a team with a bomb-sniffing German Shepherd.



Restored PA-12

It's not just that Stanton Airfield looks pretty much like the old days but a lot of the planes come from the same time period. There are Cessnas, all types of Pipers, Luscombs and a variety other interesting aircraft. The best time to see these and other planes is at the annual Father's Day fly-in. It's a community event that attracts 100's of people.

Stanton is an incredible place to meet people with years of aviation experience who are passionate about keeping classic planes flying and introducing people to modern aviation. Hank Geissler has opinions about airplanes. Just ask him. Hank has flown all sorts of planes: B-52 bombers, commercial airlines and all kinds of general aviation aircraft. He's won awards for restoring planes.