

Click the link below to follow the \$1.5 million DECD study on the BFJ website as it progresses:

[BFJ Study](#)

Hartford Brainard Airport Association, Inc. (HBAA)

is a grass-roots organization of general aviation, private and commercial pilots, business leaders and others dedicated to preserving the airport as a valuable community asset and vital economic resource that supports Connecticut's economy and provides significant benefits to the capital city and region. HBAA works to promote the educational opportunities that already exist at Brainard, encouraging city residents to pursue careers in the fields of aviation and aircraft maintenance.

Please consider a donation to support HBAA's efforts to keep Brainard Airport open:



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HARTFORD BRAINARD AIRPORT ASSOCIATION NEWSLETTER



Volume 2 Issue 8

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Nov. 8, 2023

Brainard Airport Consultant Issues Scary Monster of a Study on Halloween

HBAA believes that study is 'deeply flawed, colossal waste of time and resources'

HBAA Editorial Comment

More than two weeks after its deadline and after it was initially leaked to the press, Brainard Airport consultant BFJ Planning issued a scary monster of a study – on Halloween of all days! Boo!

On Oct. 31, the more than 7,000-page document, including two summaries and 17 appendixes, dropped and was buried under other reports on the DECD website. The [Brainard Airport Current and Alternative Use Study](#) reaches a conclusion that was foreshadowed by the leak: close runway 11-29 and redevelop its space for industrial uses.

“After all this time and effort and 1.5 million in taxpayer dollars,” said Dr. Michael Teiger, president of HBAA, “this was found to be the ‘highest and best use of the property’?! I understand a lot of hard work went into this study, but the recommendation is just not practical. It will inhibit airport operations, result in the closure of nearby businesses, impair education on site and result in the loss of limited state tax revenue. The study is deeply flawed and was a colossal waste of time and limited resources. It appears to be an outcome with a rationale built around it.”

“Who is going to read this voluminous study?” Dr. Teiger asked. “How will two industrial buildings revitalize the airport? Lawmakers need to take a careful look at the study, ask these questions and more, and not double down on its inherent errors. In the meantime, I hope CAA and the airport operator will join HBAA and come out strongly against this study to help preserve the airport for what it was designed for.”

The findings and recommendations will be reported to the legislature's Finance Committee by DECD and the committee is expected to hold a hearing on the report in the coming months.



Arunan Arulampalam Wins Hartford Mayoral Race

Congratulations to Arunan Arulampalam who will succeed outgoing Mayor Luke Bronin after beating off challenges from five other candidates during yesterday's mayoral election in Hartford. He has yet to take a formal position regarding Brainard, deciding instead to wait for the results of the BFJ Planning study before committing himself.

Young, energetic and totally committed to the rehabilitation of our city, Arunan will bring a welcome change to Hartford politics. HBAA looks forward to working closely with his administration to help promote our airport and bring a positive economic growth to local general aviation activity in the greater Hartford region..





From the HBAA Mailbox:

The following are two of the several anecdotes and testimonials we've received in our HBAA inbox that we thought should be shared with our community. We encourage all efforts to promote the benefits of a general aviation airport for the greater community benefit and we welcome additional personal experiences. All submissions will be screened and published, if appropriate, to spread the word why you think Brainard Airport should remain open and promoted.



Creation of a career in aviation:

Brainard Airport supplies more professional pilots

To whom it may concern:

I just wanted to express my gratitude and excitement for pursuing a career to become a commercial airline pilot through the ATP program offered at Brainard Airport.

Roughly a year and a half ago, while attending Bryant College as a business student, I realized in my junior year that while I was a very driven person and knew I would finish out my degree, I didn't see myself sitting behind a desk and stepping into a typical "business-like" profession. After a few weeks of contemplating what I was going to do in the future, I was hit with the idea of being a pilot and never looked back. While I always enjoyed hopping on a plane, the recent opportunity to fly with a member at Brainard for sure confirmed my aspirations to go for it.

Since then, I have successfully enrolled in Brainard's ATP flight school with a start date of November 6th! While deciding how to navigate with such plans was not easy, the choice to commit and attend Brainard's program was easy. Living only 15 minutes away from Brainard and realizing the career opportunity that Brainard could create for me, it was evident that this would be the facility of choice. So glad Brainard has such a service available to the community and can't wait to get started.

Signed,
Brady Paulus

His father, Dan, added: "Brady started his ATP classes at Brainard yesterday and there were 12 – 14 enrollees beginning the program with him, with more coming in every Monday. Demand certainly appears to be there!!!"



In favor of keeping Runway 11-29 open at Brainard

"The following is an emergency event I had experienced at Brainard about 30 years ago, and was used to help prevent the closing of Brainard some 10-15 years ago.

"I was flying a C-172 with CAP Flying Assoc. , and shortly after take-off on runway 20, and about 240 feet high, I had a major power loss and losing airspeed, I had to level off. I called the Tower and declared an emergency. The Tower gave me the whole field. As I was abeam runway 11-29, there was no other option except to land on 11-29. I nosed the plane downward, pulled on full flaps, and made a good landing on 11-29 and stopped about 30 feet from the end of the runway. You can't imagine how lucky I felt to be on the ground and no damage to the airplane or myself. Had runway 11-29 not been there, I had no good options and landing surely would have resulted in loss of the aircraft and who knows what injury, or death, would have resulted.



"I would be happy to help keep Brainard open and using my emergency experience to help in the justification on keeping 11-29 open."

Doug Glazier
gla007@aol.com

Thanks, Doug, HBAA completely agrees with you ... ed.

Visit our Web site:
www.hfdbaa.org

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or visit us on Facebook