



Grass Roots Flyer

April 2019



Airport Manager Report:

SYN is 100% operational-----

APRIL FOOLS!!!

We all want to be able to say that we're good to go with the runways, but Mother Nature is in full control of that. As of this past weekend, there is a layer of frost a couple of feet below the surface that's still two feet thick. Things continue to improve every day and when the magic happens, we'll let all our customers know.

This has been a long 7 or 8 months of "what next?" here at Stanton! The September tornado, November flooding, February all-time record snow accumulation, and then the March flooding! Without some of the pictures we share with you, no one would believe it. You could have canoed from one end of 18/36 to the other. The jump shack/club house was under 8 inches of water.





A hole was dug outside the front entrance door for a sump pump to operate 24/7. Lake Stanton came within 15 feet of flooding the maintenance shop, just to highlight a few issues over the past couple of weeks. The pictures tell the story...

There are (however) a lot of positive changes taking shape here as well...

- The map wall in the training room has been refreshed thanks to Marilyn, Tom and Tim.



- The engine change has been completed on our C-150 and it was relocated to South St Paul for 3 active students who are working with Mason, one of our CFI's. Nathan Precup achieved his first solo last weekend.
- The PA-12 is anxiously waiting for the new engine to arrive for install.
- The new storage hangar building permit has been issued. Work to begin as soon as the ground will allow.
- Contractors have much better weather now for working the main hangar and barn "tornado repairs". We will highlight much more on those next month.



As always, if you have any comments or questions about anything at Stanton Airfield, please contact me.

John Quilling, Airport Manager
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FAA Rules Questions (Courtesy of Quizzes from BoldMethod.com):

1. You forgot your logbook at home. You do have your pilot certificate and medical with you. Can you fly?
2. You're taking a trip with friends, and they want to split the gas cost. Can you ask them to split the tie-down and parking fees too?
3. While you're in cruise, you find an overcast cloud layer that was not in the forecast from 2000' to 3000' MSL covering 20 miles of your route. Can you cross over it at 5500' MSL? (You are not instrument rated).

CURRENT FUEL PRICES:

100 LOW LEAD - \$4.45

SWIFT UL94 - \$4.25

**SUBJECT TO CHANGE, CALL TO BE
SURE

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FAA Rules Answers (Courtesy of Quizzes from BoldMethod.com):

1. You forgot your logbook at home. You do have your pilot certificate and medical with you. Can you fly?
Private pilots don't need to carry their logbook when using their certificate.
2. You're taking a trip with friends, and they want to split the gas cost. Can you ask them to split the tie-down and parking fees too?
FAR 61.113 (c) allows you to split airport expenditures equally (pro-rata).
3. While you're in cruise, you find an overcast cloud layer that was not in the forecast from 2000' to 3000' MSL covering 20 miles of your route. Can you cross over it at 5500' MSL? (You are not instrument rated).
This is known as "VFR over the top", and is completely legal for a private pilot. But, don't push the size of the layer, you could end up stuck over the clouds with nowhere to divert.