



Grass Roots Flyer December 2018



Airport Manager Report:

As we look towards 2019 in the cold & snowy future now, let me briefly reflect back on 2018. We've had a good year overall and can be very proud of the continued hard work and dedication by our volunteer and paid staff. Their efforts have provided the due diligence and ability for Stanton Airfield to grow. The Airport Board met on November 12th, and along with the normal business matters, voted to build another storage hangar early next spring. There will be more updates on that project in the near future. (The location for new hangar in picture at right – directly east of shop.)



Congratulations to Stanton's newest private pilot, Tim Collins (on the left in picture) along with his instructor, Mason Lindenfelser (in his favorite pink hat). FAA Designated Pilot Examiner Barb Mack conducted his check ride on November 20th.

As we've mentioned during previous winters, please call ahead with any questions regarding field conditions. Conditions can change daily and sometimes hourly. Also, if you are renting, please be mindful of the engine preheating needs if you call for a same day flight. We will be happy to plug in the airplane and put on a cowl blanket as long as we know to expect you.

I've been working with the FAA over the last couple of months with respect to our traffic pattern altitudes and our increased amount of (primarily) powered traffic

in 2018. **EFFECTIVE DECEMBER 1st**, SYN's powered pattern altitude will move to 1,000 AGL. Glider traffic will remain at 800 AGL. This change is to increase visibility of glider traffic and provide speed separation when needed, as well as better "Situational Awareness" overall. This change brings us in line with most other airports in the US that conduct glider operations. The FAA will make changes to all Federal publications and will notify MN/DOT Office of Aeronautics.



Installation of the 3 new hangar doors and electrical hookups for the west doors of hangars 1, 2 and 3 was completed in November. We appreciate the patience of the customers who keep their airplanes in these hangars, as they were not available to them because of the tornado damage.

As previously mentioned and as evidenced by recent snowfall, winter flying is here. We again will make every effort to keep ½ of runway 18/36 open as shown in our airfield overview picture at the top of page one. I'm sure the tractor and blower will be kept busy again this winter.



Speaking of cold weather – check out our sweatshirts, hoodies, vests and shirts for sale. It never hurts to have an extra layer of clothing on for those winter flights.

Kirsty and I wish all of our Stanton family the very best. Have a SAFE and HAPPY HOLIDAY SEASON!!

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

John Quilling, Airport Manager
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Volunteer Highlight – Jerry Rosendahl:

When and why did you start to volunteer at Stanton?

John Quilling and I have been friends for almost 20 years so when he started running the shop here in 2016 I came down to see what this airport looked like from the ground, as I had only flown over it previously. I had been helping him doing very minor maintenance on the Civil Air Patrol planes and gliders at his shop on Fleming Field prior to that, so I thought I'd help out here too since I found out that volunteerism was very big here. (Volunteering here is very rewarding – there is a need for more volunteers – please consider this.)

What do you do as a volunteer here?

I started out doing “very minor” maintenance in the shop and then added mowing the field to my duties. Mainly I drive the tractor and “big” mower but occasionally use the rider and push mower too. A little over a year ago John asked me to help him put together this monthly newsletter, then a couple months ago he asked me to help him keep track in a database of the 100+ airplanes/gliders that come through the shop every year. So it seems that what I do here is whatever John asks me to help with! I love every minute of it.



What is your flying background?

I got my private pilot license in 2000 and my instrument rating in 2001. I mainly fly C-172s and C-150s, but for a few years was in a flying club that had a Piper Arrow. It had retractable landing gear, variable-pitch prop and a 200 hp engine so I have some complex time.

Do you have a military background?

Yes, I served in the US Air Force from 1969 to 1973. After basic and technical training I was based at Cannon AFB in Clovis NM, and Goose Bay AFB in Goose Bay, Labrador in Canada. I served as a Communications Specialist for most of that time, however, due to previous civilian experience at a local radio station, I cross-trained and worked in Armed Forces Radio and Television Service for my last year at Goose Bay.

What do you tell others about Stanton?

I tell them that it's a great place to come fly, or volunteer at, or just visit. I tell them about the interesting and important history of Stanton – and encourage them to make a donation to “The Friends of Historic Carleton Airport”! I tell them this is an excellent place to learn to fly, whether tail-wheel or tricycle gear.

Married? Family?

My wife Jackie and I celebrated 50 years of marriage back in June – our party was held right here at Stanton in the big hanger! We have 2 daughters, 2 sons-in-law, and 7 grandchildren. We were recently told that we will be great-grandparents in May 2019.

From the CFIs – Weight and Balance every flight?

I was surprised when I started commuting to Alaska to work for Everts Air Cargo how many seats were open on a “full” flight.

Often I was asked what I weighed before I was allowed to jump-seat.

Weight and balance.

Living in a colder climate can make us lazy in this regard. Not only is it a regulation that a weight and balance for each flight be done but it's a great idea. In cooler air and smooth flight conditions we can load much heavier than design limits allow. However we could overstress the airframe, cause damage on landing or worse.

As far as the balance, do we understand how our aircraft is affected by a forward or rear CG. Each can be useful but we need to educate ourselves to stay safe while utilizing our aircraft to the full extent.

Today there are many ways to efficiently calculate weight and balance. If you would like to understand how weight and balance will affect your next flight or learn an easier way to calculate such, feel free to ask, we are here to help.

Safe Flying

David Krusmark, Staff CFI



FAA Rules Question of the month:

Temporary Flight Restrictions (TFRs) are issued through a Notice to Airmen (NOTAM). What are some types of events for which a TFR may be issued?

2018 Volunteer Appreciation Party:



John and Kirsty once again provided a wonderful evening of food and fellowship for volunteers and board members to kick off the holiday season. John and Board President Phil Schmalz recognized the volunteers and staff for a very good year.



FAA Rules Answer:

§91.145 Management of aircraft operations in the vicinity of aerial demonstrations and major sporting events.

(a) The FAA will issue a Notice to Airmen (NOTAM) designating an area of airspace in which a temporary flight restriction applies when it determines that a temporary flight restriction is necessary to protect persons or property on the surface or in the air, to maintain air safety and efficiency, or to prevent the unsafe congestion of aircraft in the vicinity of an aerial demonstration or major sporting event. These demonstrations and events may include:

- (1) United States Naval Flight Demonstration Team (Blue Angels);
- (2) United States Air Force Air Demonstration Squadron (Thunderbirds);
- (3) United States Army Parachute Team (Golden Knights);
- (4) Summer/Winter Olympic Games;

(5) Annual Tournament of Roses Football Game;

(6) World Cup Soccer;

(7) Major League Baseball All-Star Game;

(8) World Series;

(9) Kodak Albuquerque International Balloon Fiesta;

(10) Sandia Classic Hang Gliding Competition;

(11) Indianapolis 500 Mile Race;

(12) Any other aerial demonstration or sporting event the FAA determines to need a temporary flight restriction in accordance with paragraph (b) of this section.

Current Fuel Prices:

100 Low Lead - \$4.45

Unleaded 94 - \$4.25

*Subject to change,

call to be sure

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