



## Grass Roots Flyer

March 2019



### Airport Manager Report:

February was sure an interesting weather month. Even with the record-breaking monthly snowfall and last weekend's full-on BLIZZARD, we've remained open for our customers. After the blizzard we had to borrow some reinforcement snow removal equipment because of the drifting snow that was higher than the height of our tractor.



March remains to be seen, with hopes of the beginning for a slower snow pack melt. We'll be working to get snow piles moved from around the main building and front driveway to hopefully prevent flooding again.



As luck would have it from a timing standpoint, depending on your side of the fence, two of our rental birds are currently undergoing major maintenance. Our C-150 (right) is getting an exchange overhauled engine & new propeller, while our PA-12 (left) is getting its engine overhauled and propeller reconditioned. These aircraft will



be back on-line as soon as possible, with a little help from the parts gods. With the C-172 getting its fresh engine and propeller last fall, we're looking forward to a great spring-summer-fall flying season with fewer maintenance issues.

We held another FAA WINGS Safety Seminar on February 16<sup>th</sup> and received many positive reviews. Thank you Roy Fosstrom for conducting this session.

How about a big SYN shout-out to Toby and Jennifer Hanson on the birth of their baby girl Alana Mary on February 24<sup>th</sup>! I'm sure they will be fantastic parents.

Kirsty & I want to thank the staff for filling in the gap so we could escape winter for a few days. Thank you all! We met up with Jerry & Jackie Rosendahl in Cancun and then went back to Lake Havasu City, AZ to check out the Rosendahl winter digs. While in AZ, we also met up with Tim & Caryl Bjork and had a great visit. I had to strong-arm Jerry & Tim to convince them to leave the warm climate and come back to MN this spring, lots of laughs were had.



**[Editor's Note:** Most people who travel away from Minnesota's winter wonderland to warmer climates, like Cancun, look forward to getting away from the normal daily grind of business to gaze at the ocean while lounging on the sandy beaches. I've been informed that our airport manager (evidence in left picture) kept Toby, Mason and Jay busy during his absence. There is disagreement on who called who...you'll have to ask them to settle that!]

Effective March 1<sup>st</sup> Stanton Sport Aviation will be modifying some of our rates and our means for determining the cost of aircraft annuals. Stanton Sport Aviation will not be increasing the rate we charge for instruction or for the renting of the C-150 or C-172 aircraft; however the rate for renting the taildraggers has been increased by \$1 per hour. The hourly shop rate has been increased and a power aircraft annual has been split into three categories: power complex, power noncomplex with greater than 135 HP engine, and power noncomplex with engines 135 HP or less. Stanton Sport Aviation has not increased our equipment storage rate in over

9 years, however, this year there will be a slight increase of \$1 per month for each piece of equipment stored. If you would like more information on these changes or would like to modify how your equipment is stored, contact me.

Next month, we'll bring you all up to speed on our C-140 project, including the story behind it and where we're at. It's looking like a real bird these days.

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

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### **FAA Rules Question of the Month:**

Who is responsible to see that aircraft equipment discrepancies are reported and repaired in between normal inspections? Who ensures that appropriate log entries are made?

### **Volunteer AND Staff Highlight – Jay Biggs:**

#### **When and how did you come to be involved with Stanton Airfield?**

I discovered Stanton Airfield in 2008 when I joined the Minnesota Soaring Club (MSC). I was out driving one Sunday afternoon and ended up at Stanton. I wandered over to where everyone was congregated and Loren Swanson approached me and we started talking. He invited me to go flying in a glider with him and I guess you could say the rest is history. After



joining the soaring club I eventually became the director of equipment; a position that was held by Tom Kuhfeld for over 15 years. This position requires work as

liaison between MSC and Stanton regarding maintenance and certain operational issues.

**What are your staff duties and volunteer activities at Stanton?**

I don't really have any specific duties that I am aware of; I just help out where and when I can. I fill in as VOO (Volunteer Operations Officer) at times, flight instruct, give glider rides and work on special projects. This winter I have been helping out in the maintenance shop and Mason checked me out in the tractor so I could assist in clearing snow. I am also a member of the Civil Air Patrol squadron at Stanton and this requires some coordination between the two organizations.

**What is your aviation background?**

I soloed in an Aeronca Champ at Chino Airport on July 4, 1972 and obtained my pilot license several months later. I worked as an avionics installer at Brackett Field for a couple of years while attending college and then became a flight instructor. Since then I have had the pleasure to fly as: flight instructor, gave scenic rides in a Stearman around Los Angeles, air freight pilot, Grand Canyon tour pilot, and flew for a couple of corporations. I eventually became dissatisfied with flying for the Mexican corporation and was picked up by a DC-8 operator out of Los Angeles. Eventually the DC-8 operator folded and my resume landed up at Sun Country Airlines. I was hired by SCA in 1984.

**What do you enjoy most about being around Stanton?**

Most definitely it is the people and the atmosphere. I love the "grass roots" feel and everyone is so friendly. The camaraderie and willingness of everyone to pitch in is refreshing. A fine example of this took place after the tornado roared across our playground last September and over 30 individuals were out the next day to help clean up the aftermath.

**Hanger Flying Questions at KSYN (for your review with your fellow pilots):**

Immediately after liftoff at Stanton, what class of airspace are you in?

What are the weather minimums to fly out from Stanton?

What is the airport elevation?

The traffic pattern altitude at Stanton was changed to what altitude?

How long is Runway 18/36? How long is Runway 9/27?

How many hours does it take to completely mow all grass at Stanton?

**FAA Rules Answer:**

**§91.405 Maintenance required.**

Each owner or operator of an aircraft—

(a) Shall have that aircraft inspected as prescribed in subpart E of this part and shall between required inspections, except as provided in paragraph (c) of this section, have discrepancies repaired as prescribed in part 43 of this chapter;

(b) Shall ensure that maintenance personnel make appropriate entries in the aircraft maintenance records indicating the aircraft has been approved for return to service;

(c) Shall have any inoperative instrument or item of equipment, permitted to be inoperative by §91.213(d) (2) of this part, repaired, replaced, removed, or inspected at the next required inspection; and

(d) When listed discrepancies include inoperative instruments or equipment, shall ensure that a placard has been installed as required by §43.11 of this chapter.

**Current Fuel Prices:**

100 Low Lead - \$4.45

Swift UL94 - \$4.25

\*Subject to change,  
call to be sure

**Stanton Contacts:**

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