



# Grass Roots Flyer

## November 2018



### Airport Manager Report:

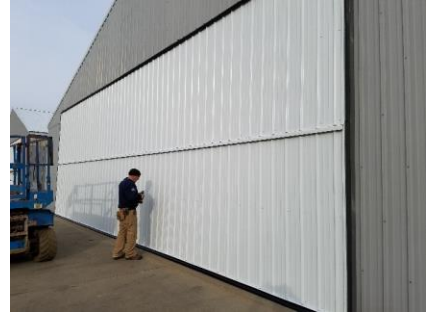
Welcome to several new subscribers to the "Grass Roots Flyer". We now have 273 readers and the list keeps growing. We have received very positive feedback on our format and we continue to welcome any comments.

As most of you saw/read, last month's newsletter was totally devoted to the tornado that hit Stanton on September 20th. As a follow-up, we continue to recover from the storm with ongoing repairs to our main hangar and tower roofs, as well as the glider storage barn. The new doors for hangers 1, 2, & 3 west have been delivered and are being installed this week, along with updated electrical needs. Multiple damaged trees left over from the initial cleanup have been cut down, and the first two replacement trees have already been planted. This overall "storm project" will take time, but in the end will improve our facility and heritage.



(Left - Barn still standing tall) (Below Left – damaged trees coming down, Below Right – new trees going in)





(Bad door.....No door.....New door!)

Our 3rd Annual First Responders get-together was well received by all. In attendance were Rice County Sheriff's Office, Cannon Falls Ambulance Service and Randolph-Hampton Fire Department. I again provided an update on current and future projects and gave them an idea of the increased air and shop traffic. I again offered our site for any of their training needs, and next spring we will host a training session for them.



As part of our annual review of our Emergency Plan, we have been reviewing our documentation on our underground infrastructure and have found that some updating was in order. After scouring existing files, picking the brains of long-time volunteers, as well as utilizing locating services, we now have all utilities verified on site. This is done in preparation for any future field maintenance, landscaping or expansion that may be done.

Congratulations to Stanton Squadron, Civil Air Patrol for being recognized as a "2018 Quality Cadet Unit" by CAP's National Headquarters. The Unit meets here at the airfield on Tuesday evenings and visitors are welcome.



Our maintenance shop continues to be very busy. We achieved a milestone during the month of October, having serviced over 100 tail numbers in 2018. The long days and dedicated work by our staff has truly paid off.

The flight school recently soloed a new student; congrats to Tyler and his instructor, Mason. We currently have three new primary students in training. Hank continues his clockwork with tail-wheel endorsements, having 8 completions this summer even though he had to work around a poor weather season and towing gliders on the side.

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 – Wayne Larson:**

*How and when did you become a VOO here at Stanton?*

Regina Harris asked me to help out at the desk about 2 and a half years ago. I found helping out to be rewarding and interesting. I had learned about Stanton via my Doctor - Dick Andrews, who suggested I drop by to check on the airplanes available for rent, etc.

*What airplanes have you flown here?*

At first I chose the C-172 since I had experience flying one like it at St. Cloud State in the 1960's. I remember John Hall asking me when I had last flown a single engine airplane. I paused before responding, then said about 45 years ago! John knew he was in for a challenge. I

wasn't used to being so close to the grass at touchdown nor the slow speed on final and flare. I currently fly the PA-12 whenever I can.





*What do you enjoy most about volunteering here?*

I enjoy volunteering especially because of the social atmosphere at Stanton, and the common interests we all have in aviation.

*Do you have a military background?*

Yes, my military career began in August 1966 and lasted until August 1987. During my time in the USAF, I flew 3 airplanes during pilot training- the T-41(C-172), T-37 and T-38. Then following a trip down the aisle, my wife Jeanne and I proceeded to Hurlbert Field where I trained on the C-123k for my tour to Viet Nam. After rejoining Jeanne a year later, we proceeded to McGuire AFB for 3 years, Altus AFB for 5 years and McChord AFB for 3 years where I flew the C-141 in the capacity of aircraft commander, instructor and flight examiner. My final assignment was with the Stewart ANG unit transitioning from the O-2 Skymaster to the C-5A. There I flew the C-5A and acted as Air Force Advisor, helping the unit in their conversion to the Military Airlift Command mission and support capabilities.

*When and how did you get into flying?*

My flying experience began while in college with the St. Cloud State College flying club. There I earned my private pilot license in the C-172, and flew the C-150, Beechcraft Musketeer and Champ airplanes.

Following my retirement from the Air Force, I continued in aviation with Northwest Airlines Flight Operations. There I participated in revising the 747-400 flight manuals, managed the 747 second officer training program, and participated as second officer in 747 test and ferry operations.

*Tell us about your family?*

Jeanne and I married following USAF pilot training. We have 2 sons, Todd and Jon, both married but no grandkids yet - just pets.

*What do you tell your friends about your experiences here?*

I enjoy interacting with the wide variety of visitors that pass through Stanton, sharing the history and various services we provide. Our historical museum provides a wealth of information to share. Working as VOO gives me the reward of not only meeting unique people with aviation backgrounds but providing useful services to those who fly in for a visit. Finally, I cherish working with each member of the Stanton staff.

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

When is the last time you filed a VFR flight plan? Do you know/remember what details must be included?

### **From the CFIs – Mason Lindenfelser:**

One of the biggest issues I see with students and other pilots that I fly with occurs while flying the landing pattern. The pilot will fix their attention too much on the runway (looking out side window and down) and potentially lose concentration on heading, speed and/or altitude. The result is the loss of a stabilized approach. Having to make corrections at the last minute can cause loss of situational awareness and a bad landing. To correct this, once established on each pattern leg, I recommend picking out a landmark ahead of you that you can focus on. You'll then be able to better monitor changes in speed, heading and altitude. This will also give you a more consistent, rectangular pattern. Looking out the front windscreen gives you better situational awareness which leads to a more stable approach and a safer landing.

Safe Flying,  
Mason Lindenfelser, CFI



### **FAA Rules Answer:**

#### **91.153 VFR flight plan: Information required.**

(a) *Information required.* Unless otherwise authorized by ATC, each person filing a VFR flight plan shall include in it the following information:

- (1) The aircraft identification number and, if necessary, its radio call sign.
- (2) The type of the aircraft or, in the case of a formation flight, the type of each aircraft and the number of aircraft in the formation.
- (3) The full name and address of the pilot in command or, in the case of a formation flight, the formation commander.
- (4) The point and proposed time of departure.
- (5) The proposed route, cruising altitude (or flight level), and true airspeed at that altitude.

(6) The point of first intended landing and the estimated elapsed time until over that point.

(7) The amount of fuel on board (in hours).

(8) The number of persons in the aircraft, except where that information is otherwise readily available to the FAA.

(9) Any other information the pilot in command or ATC believes is necessary for ATC purposes.

(b) *Cancellation.* When a flight plan has been activated, the pilot in command, upon canceling or completing the flight under the flight plan, shall notify an FAA Flight Service Station or ATC facility.

**Do you have a flying story that would interest other pilots? Do you know of someone who should be getting this newsletter that isn't currently getting it? Send us an email to the address below.**

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