



Stanton Airfield News

December 2017



Airport Manager Report:

- Now that the runways are transforming from summer to winter, the mowers and roller have been put away and the snow blowers are getting their pre-activity check outs. For the winter months of snow, the west half of 18/36 will be snow blown open. Once snow is here to stay pilots need to be cautious of aircraft requiring back-taxi. A teardrop will be available at each end of the runway for run ups and final checks. Taxi time to these teardrops also gives the engine time to warm up. Runway conditions will be updated through the Notam process. Please check for a current condition. When talking to Flight Service, there are several types of notams. You need to check for “local” notams. Runway conditions sometimes change quickly and require frequent updates. (see additional comments in “From the CFIs” section)
- Don’t put off your flying in the winter because of a cold airplane – either renters or tenants. Stanton staff or volunteers will be plugging them in and putting on an engine blanket for you – as long as they know about it ahead of time. If renting, make sure you’re on the Goboko scheduler. For tenants, just give a call to the airport. Even though the engine will be warmed up, please pay special attention to the engine oil temp as well as the pressure.
- November was a busy time for the shop and the glider owners. Many annual inspections were done and many were disassembled for winter storage in trailers. They can rest now, ready for next spring.
- Regulations require that all pilots become aware of all conditions that might affect their flight (paraphrasing). One of those conditions of course is the weather. Our AWOS system is available by either radio or telephone. It’s also a good idea to check other area airports by calling them too to get an idea of the wider area weather, especially if our AWOS isn’t available for some reason. Doing this is just good situational awareness. Free copies of the Airport Directory for MN are available at the counter (contains AWOS frequencies and phone numbers).
- Another winter consideration is fuel condensation. Make sure you check the sumps for any condensation. Also for rental pilots – please park at the pump at the end of your flight. Staff will fill the fuel tanks to reduce the chance for condensation.

- As part of our continuing effort to take care of our historical building, several new windows and a new door were installed in the apartment. The installers also needed to make some necessary repairs to framing and insulation.
- As always, contact me if you have any comments or questions – John Quilling at synairportmanager@gmail.com.
- And to one and all – a very MERRY CHRISTMAS!

Friends of Stanton: I find it amazing to think that here in 2017 we have a 75 year old GEM in our care and trust! Truly the Stanton Airfield is unique, a bit of a time capsule but active and vital. It's the last remaining surviving facility of the 1942-1944 Civilian Pilot Training program. Since the 2004 designation placing the airfield on the National Historic Registry, a hard-working core of volunteers has worked to maintain and sustain the Stanton Airfield. Pretty successfully done!

This year we've had a new tool to help, the Friends of the Historic Carleton Airport (Friends). It's our new non-profit 501(c)3 entity and it is focused on maintaining and sustaining the Airfield and its original structures. Like many organizations have found out, properly caring for historic sites requires a lot of resources and manpower. Reaching a wide range of supporters and funding sources is an essential component of accomplishing that task.



The Friends has the mission to engage supporters and other granting organizations to obtain resources for important projects that will help sustain Stanton Airfield into the future, honor its history and hopefully inspire young aviation enthusiasts.

Well, what needs to be done may be the question? The answer is a long list. This year Stanton Sport Aviation, with a little Friends help, rehabbed the apartment's failing windows and exterior door, repaired the leaking flat roof temporarily and started on the barn exterior. The project list for next year includes additional work on the barn and potentially a new flat roof, lightning protection for the tower and upgraded mowing equipment. It's a big bite. The Friends wants to help in a more substantial way.

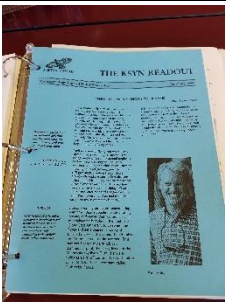
How can you help? Of course, become Friend! Make a tax-deductible contribution in 2017. That would be a great way to make a difference!

Send a check, "**Friends of the Historic Carleton Airport**" to Friends of the HCA, 3925 30th Avenue South, Minneapolis, MN 55406-3108; or leave your donation in the white Friends box at the entryway of the airport; or go online, join the giving and become a "Friend"!

www.givemn.org/organization/friends-of-the-historic-carleton-airport

Glider gift certificates: Looking for a great Christmas gift for that special person in your life? How about a gift certificate for a glider ride? Certificates are available through the web site or on site. We'd like to build upon the success of this year's sales. Receive a tow to 3,000 or 4,000 feet, take a gentle tour of the area around the Northfield/Cannon Falls area, and a smooth landing back at the airport. Includes a cockpit familiarity and basic introduction to the sport of soaring. Riders must not weigh more than 250 pounds. Rides are typically offered between May and October. The Adventure Flight is a 4,000 foot tow which lasts 30 to 40 minutes and costs \$170. The Sightseeing Flight is a 3,000 foot tow that last 20 to 30 minutes and costs \$140.

The "KSYN Readout" newsletter started in the 1990s:



...from 1993 Year in Review..."Added to the airport staff is Albert Schweitzer, the bird control manager. Al has four legs, black fur, says "Meow" and is in the middle of every activity. So far he has not been seen with a bird, but he is young and his contract for employment is results-oriented."

Lunch Fly-Outs: Several years ago Marilyn Meline suggested the lunch fly-outs as a way to hopefully get more pilots to rent Stanton airplanes and go along with some of the pilots who hangared their planes here! The idea didn't totally catch on, but over the years many of these weekly fly-outs have occurred. Some of the popular airports to fly to include Osceola, Boyceville, Olivia, Red Wing, Mason City, Granite Falls and Shell Lake. Several of these cities have interesting places to visit by courtesy car in addition to good eating at area restaurants. One group of pilots recently flew to Voyager Village near Webster, Wisconsin for lunch. They said "it's a beautiful place if you've never been there – just watch out for the golf carts on short final!". Another interesting story involves the courtesy car on a trip to Osceola – the courtesy car used was a Mercedes convertible. And then there's the trip to the lefse-making "factory" in Rushford. You never know what you'll find when on a Lunch Fly-Out! If you're interested in going along sometime, let us know.



Christmas Sale of Logo items: Now is a great time to check the inventory



of stocking caps, hoodies, vests, shirts, and regular caps for Christmas gift items. The stock of summer items is reduced to sell to make room for winter inventory. Winter items are on hand. Start or continue to be a proud and visual supporter of Stanton Airfield with one or more of these items.



Barn face lift – taking care of our heritage: The “red barn” is a key part of the Stanton Airfield history, having been used for airplane maintenance and/or storage since the early 1940s. Taking care of this historic barn is an important part of maintaining our facilities, which are on the National Registry of Historic Places. During the summer months the barn received some attention on the north and south sides of the building. Besides priming and giving them a new coat of paint, some of the battens were in need of replacement. These new battens were hand



made by Tom Kuhfeld, including matching the type of routed edges that were original. The east and west walls will be similarly done in 2018. The barn is unique in structural style, being supported from the top trusses. There are no structural supports getting in the way of moving about the main floor area. In the early 1940s the front “door” of the barn lifted up and back for an opening so airplanes (Navy Waco’s and others of the time) could be trolleyed in sideways for maintenance and or storage. The roof of the barn was also replaced several years ago. This barn is a treasure that is being maintained for future generations.

Regulation Question of the Month:

What is the regulation regarding fuel requirement for VFR flight? (Answer at end of newsletter)

Volunteer Highlight – Ken Ewald:



How long have you been a Stanton Volunteer? Since June 2015.
Were you in the military? Yep, USAF 1968 to 1977. Spent 2 years in ROTC, U of MN. Active Duty as an Aircraft Maintenance Officer / Accident Investigator- Engineering. PCS assignments included Chanute AFB, IL, Columbus AFB MS, and Zweibrucken AFB Germany.
How many years have you been flying? I'm not a pilot, but have had a lifetime of aviation connection. My dad was a B-24 flight engineer flying out of Italy, played with his stuff and flight manuals as a kid. Got a degree

in Aeronautical Engineering, joined the USAF and worked in the aerospace industry for over 30 years.

Where do you live? Beautiful Northfield MN, 40 years.

Married? How many years? Yep, to my beautiful wife, Jill. We just celebrated our 47th year last June.

Why do you enjoy being a VOO? It's the people first, fun, interesting and passionate about aviation. Second, it's the airfield and what it represents. It's the joy of stick and rudder flying, the honoring of our local aviation history and promise of young women and men passionate about aviation.

From the CFIs:

Wintry weather is fast approaching, but that shouldn't stop you from flying. There are some things to be wary of during a winter preflight including snow or frost on the wings and control surfaces, ice on the ramp, and frozen slush clogging the oil breather tube. This can cause excessively high pressures in the engine crankcase, which could then spring a leak. Not good! Be careful when taxiing. Stanton keeps its north/south runway open after winter snows, but there are no parallel taxiways and the runway is only kept about 60 feet wide. Maintain a listening watch on the radio, and keep your eyes on the traffic pattern before back-taxiing for takeoff. Remember, too, that a thin layer of snow on the grass can cause braking conditions to become fair to poor. But don't let this scare you away. Winter flying at Stanton presents new challenges, but that will only serve to improve your skills. And, it's pure joy!

Have a question for a CFI? Email synairportmanager@gmail.com.

Stanton Fleet - Flying Facts:

October Flying: C150 – 4.5, C172 – 29.3, PA11 – 9.1, PA12 – 6.7, Sport Cub – 10.4, Super Cub – 2.6, Glider 3.3.

Newsletter:

The goal of this newsletter is to share news and events here at Stanton Airfield with everyone who is interested in our historic airfield. If you know of others who'd like to receive it, please let us know and we'll forward the next issue to them also. If you'd rather not get this, let us know that also and we'll delete you from our list.

We're looking for a name for this newsletter. We have received several suggestions but would like to see more. Take a shot at it – there's a huge prize 😊 waiting for the person who comes up with the best name! Email synairportmanager@gmail.com with your suggestion.

Answer to Regulation Question:

Sec. 91.151 — Fuel requirements for flight in VFR conditions.

(a) No person may begin a flight in an airplane under VFR conditions unless (considering wind and forecast weather conditions) there is enough fuel to fly to the first point of intended landing and, assuming normal cruising speed—

(1) During the day, to fly after that for at least 30 minutes; or

(2) At night, to fly after that for at least 45 minutes.

Guest Writers:

If you have an aviation story that you think would be interesting to our SYN friends, send it to newsletter@stantonairfield.com. If you need help writing it, no problem, we'll be glad to help you.

Stanton Contacts:

www.stantonairfield.com



Stanton Airfield

507-645-4030

synairportmanager@gmail.com

newsletter@stantonairfield.com