



# Stanton Airfield News

January 2018

**HAPPY NEW YEAR!!**



## Airport Manager Report:

- As we start a new year, I reflect back on a successful 2017 for Stanton Airfield. We can't make this happen without the continued efforts of the VOLUNTEERS, Board members and airport Staff. We held our 2nd annual early Christmas party to thank these individuals with support from Roscoe's Roadhouse in Randolph.



- The maintenance shop has stayed busy as always adding some additional part time help with Jen Jarra and Toby Hanson to keep the shop open 7 days a week.
- The flight school has completed 11 tail wheel endorsements, 7 first solo's, 1 sport pilot license, 1 private pilot rating, with 2 more private pilot check rides just around the corner. Weekend weather has been an issue for these last students to finish up their check ride prep.
- Looking forward, we have 2 new private students ready to start after the holidays. In addition, we have added some CFI help with Jay Biggs and Dave Krusmark. They will blend in well with Brad, Pete, Jeff and Hank to cover our 7 day schedule.
- I know many of you are aware that Stanton's own Kirsty McCracken was diagnosed in late November with cancer. She has a great team of doctors treating her in the Cities and she remains very strong and determined to fight this. A Caring Bridge site has been

set up for her at <https://www.caringbridge.org/visit/kirstymccracken>. Please keep her in your thoughts and prayers.

- Stanton Airfield is owned by a corporation comprised of aviation-enthusiastic shareholders. The corporation was formed in 1990; Cy Peterson was one of the founders and first President of the Board. His wife Kathy volunteered as bookkeeper for many, many years. Their efforts were key to the ongoing survival of this airfield. More recently Kathy donated her shares and Cy's to Stanton Sport Aviation for resale. This gift has added new shareholders interested in aviation at Stanton. The funds generated by this resale of shares have been set aside to pay off some of the mortgage notes. We owe much appreciation to the Petersons for the generosity of their effort and the substantial gift.



- Tractor and blower ready to keep 18/36 open for the winter.
- New LED lights replacing the old inefficient fluorescent tubes in the shop.



### **Regulation Question of the Month:**

What is the regulation regarding aircraft airworthiness?

### **Volunteer Highlight – Pat Watson:**

*How long have you been a VOO?* Technically I am not a VOO, I am chairman of the facilities committee of the Stanton Board of Directors, and enjoy all my activities from sweeping the floors, serving on the board and everything else in between I can do to help. I have been involved at Stanton since the mid-1980s.



*Were you in the military? How many years have you been flying?* I joined the Marine Corps platoon leader course in 1957. I received Air Force flight training in 1961 and flew interceptors with the North Dakota Air National Guard Air Defense Detachment until 1968. I enjoyed a 33 year career with Northwest Airlines, starting as a second officer and copilot on Boeing 707's, and captain on the Lockheed Electra, Boeing 727, and spent the last 14 years of my career as captain on the Boeing 747 200. I retired in 1998. I have 26,000 hours flying time.

*Where do you live?* I live on a farm in the Sogn Valley about 12 miles southeast of SYN.

*Married? How many years?* Yes, I've been married to my wonderful wife Beverly for 53 years. We have two children who are both involved in aviation.

*Why do you enjoy being a VOO?* I feel Stanton is a very special place with a rich history, and feel it a pleasure to do my small part in maintaining the legacy. It is interesting and fun to work with all the wonderful people who are attracted to this airport.

### **New Pilot Ratings:**

*What is your name and where do you live?* Andrew Hightower. Rochester MN.

*How did you first come in contact with SYN?* All roads point to Stanton. I found SYN through two different means. I first found Stanton through internet research of all of my options between Rochester and the greater Twin Cities area. Also, while conducting interviews of my friends who fly, Steve Shae, a Stanton graduate, told me of his great experience. From the moment I first walked through the door I greatly appreciated the warm, welcoming, supportive and relaxed atmosphere.

*What rating did you achieve while flying with a SYN CFI? Which CFI?* Private Pilot Land, CFI Brad Heck

*Which SYN airplanes did you fly?* Cessna 150 and 172

*When did you get your rating?* August 2017

*How many hours do you have now?* 54

*What type of flying do you do?* Currently cross-country time-building and IFR training.



*What's your future flying going to consist of?* Short term: Pleasure flying with friends and family. Longer term: Add some cross-country for my business.

*Any comments about the airport, CFIs, volunteers, etc?* I can't express how significant of a contribution to the overall feel and quality of my experience came from the volunteers and staff at Stanton. The airport can be a very intimidating place for somebody new to the community. Stanton clearly has a lot of history and well developed relationships. That could have been a difficult place to be accepted. However, Bob's big smile when I walked through the door the first day and enthusiasm for me was contagious. My first discovery flight with Brad was exactly what I needed. Ever since then, and to this day, it is a place I feel I can belong. I was able to feel comfortable with my inexperience while collecting the insights, thoughts and support of everyone at Stanton. I greatly appreciate having met John, Kirsty, Tim, Troy, Tom, Jerry, Bob, Hank, Pete, George, John Lee, Bill, Pat, Toby, Marilyn, Brad and so many more of you. I feel lucky to have become part of the Stanton family and look forward to earning a place at the lunch table for a long time to come. Thank you all for your support. See you next week!

### **From the CFIs:**

(Jeff Peterson) Winter is here, but that shouldn't stop you from flying. In fact, when treated right, airplanes perform much better in the cold. Takeoff distances are shorter, climb rates are higher, and the flight controls feel a little more responsive in the thick winter air. Engines perform better too when they breathe dense air. But here is where you must be wary. If renting a Stanton airplane, call ahead to have it plugged in. This will ensure warmer oil temps and easier starts. Some pilots will pull the prop through several turns as a way to loosen the sludgy oil (ensure the mags are off!). Once the engine starts, give it ample time to warm up before increasing power, and advance power slowly throughout the flight.

(Brad Heck) Stanton Airfield has come a long way in the past year as a primary training center. Our student pilots enjoy a fairly low traffic airfield with a practice area right in the backyard. This provides concentrated training in a very short period of time and a safe environment to learn to fly in. We do, however, need to be aware that these lower time, pre-license pilots may sometimes need a little extra space to operate. They are learning the aircraft and the environment, but on occasion, may have their hands a bit fuller than the more seasoned pilots that use the airfield. Please give them some space and benefit of the doubt as they learn, and look out for them, as they are building the skills to be looking out for YOU.

Have a question for a CFI? Email [synairportmanager@gmail.com](mailto:synairportmanager@gmail.com).

## **Stanton Fleet - November 2017 Flying:**

C-150	C-172	PA-11	PA-12	CC-11
2.2	13.6	14.7	15.4	6.5

17 flying days. 1 hour over our 10-year average for November, but not close to a past record of 175 hours!

- Jeff Peterson's Stearman flew 80 flights in 2017, giving tours of the area to dozens of new aviation enthusiasts.

## **Newsletter:**

We're still taking entries 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](mailto:synairportmanager@gmail.com) with your suggestion.

## **Answer to Regulation Question:**

91.7 – Civil Aircraft Airworthiness (a) No person may operate a civil aircraft unless it is in an airworthy condition. (b) The pilot in command of a civil aircraft is responsible for determining whether that aircraft is in condition for safe flight. The pilot in command shall discontinue the flight when unairworthy mechanical, electrical, or structural conditions occur.

## **Guest Writers:**

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

## **Stanton Contacts:**

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