



## Stanton Airfield News

March 2018



### Airport Manager Report:

- GOBOKO is the online scheduling system we use here at Stanton. In the middle of February we received notice that it would be going away due to regulatory issues in the UK, where it is supported from. Just recently we (and all regular system users) received the following notice: *“Goboko is set to continue under a new operator. Following approaches from flying clubs that use Goboko, we have agreed to pass over the operation of this site to a web design agency run by a member of one of our longest-subscribed flying clubs. We'll make sure there is no interruption at all to your booking service and of course your flight bookings will continue to be free. We are hopeful that Stanton Sport Aviation will continue to have confidence in Goboko to manage your bookings.”* So this system will continue to be used here at SYN. If you have any questions, please let me know.
- February flying dropped off quite a bit with all the unpleasant weather we've had. I guess you could say we're having a more realistic winter. Just a year ago as I write to you, it was a record setting day @ 63 degrees. The runway condition of 18-36 has stayed in great shape for winter flying. Runway 9-27 has seen more traffic on skis from multiple A/C than a year ago. Check out the overhead view of the approach end of runway 27 and you'll see the familiar race track from the ski flying. Remember that our PA-11 is on skis as well for you to try with one of our Instructors.

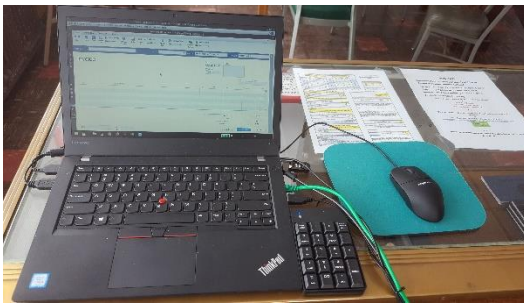




- The maintenance shop has stayed consistently busy this winter to include a most recent new customer this week with a Mooney.

- You may have noticed that our Point of Sale at the front counter has gone electronic! This was a huge project taken

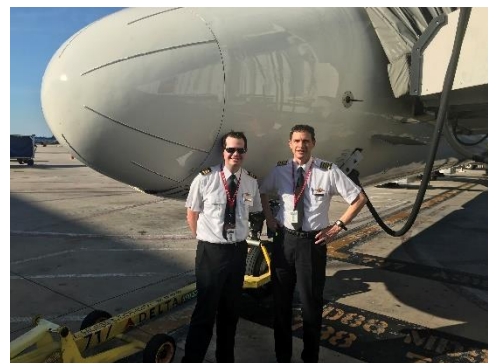
on by our Board Treasurer, George Penokie. George, Kirsty and I have spent the last year getting our arms around all of the finances associated with the day-to-day business of the Airfield. The new version of Quick-Books and the



manual system at the front counter, showed us where some fine tuning was needed. Like anything else new, there is a learning curve and we are making minor modifications as we move forward. Many of our volunteers have been trained on the new system and

there will be some upcoming training sessions to be announced for the rest of us. The bottom line of the conversion has been very positive with the weekly work load behind the scenes, along with accountability. We can't thank George enough for all the effort spent on this conversion, WELL DONE!!!

- Many professional pilots have started their flying careers either at Stanton or other various small airports around the State. We here at Stanton are proud of a couple of our local pilots who recently flew together on a trip with Delta Airlines. Pictured here are Captain Chuck Geissler (right) and First Officer Brian Webber (left). Chuck worked as a flight instructor and Brian worked cutting the grass and flying the tow plane here at SYN. Both gentlemen continue to be regulars around Stanton staying current with General Aviation flying in their spare time.



- Great customer service is a primary goal here at Stanton. As mentioned in the John Lee "Volunteer Highlight" section later in this edition, always answering the phone "live" as opposed to an answering machine is one of

the keys to great customer service. That is why the volunteers and staff here make sure the phones are always answered. That includes nights and weekends in addition to “normal” business hours. Whenever necessary, I roll-over the business line to my cell phone so comments or questions are always answered. We’re always interested in talking to people who are interested in becoming a VOO (find out what that is in the Volunteer Highlight section). Call or email if interested to find out more.

- As always, contact me if you have any comments or questions – John Quilling at [synairportmanager@gmail.com](mailto:synairportmanager@gmail.com).

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

What are the rules regarding alcohol and drug use by a crewmember in a civil aircraft?

### **Volunteer Highlight – John Lee:**

*How did you become affiliated with Stanton Airfield?* In the late 1980’s I was among a small group of pilots who came together to form a corporation and become airport shareholders. This was the start of Stanton Sport Aviation.

*What is the history of the VOO Program?* As a board member for 15 years, we often discussed ways to make the airfield more profitable. Increasing customer service by always having a person answer the phone as opposed to having the call go to the answering machine was deemed a priority. A lot of people just don’t leave messages. With the initial number of corporate shares approaching 60 (which has grown to 315 today), I thought it feasible that we could recruit volunteers to answer the phone one day per month. A common excuse from the potential volunteers was that they didn’t understand how the airport operated. So, I wrote a book (first version of our current operations and procedure manual) for these volunteers to use. We currently have about 10 (several are seasonal) volunteers in this system, not enough for a complete 7-day schedule. This would be a good time to volunteer! You even get a title, “VOO” which stands for Volunteer Operations Officer.

*What is your flight experience?* Coming to Stanton Airfield as a new owner, I didn’t even have a single-engine rating, even though I flew for the Navy for seven years and Northwest Airlines for 33. After getting 6 hours in our trusty green

C150, I got my coveted single-engine rating. Since then, I've built my own RV6A and fly it out of Stanton.

*Married? How many years?* As I describe my association with Stanton I use the personal pronoun "I". Actually, I'm married to my wife of 56 years named Borgny Lee.

*Any personal comments about Stanton and the people there?* Some retirees have interesting hobbies and mine includes Stanton Airfield. For me it's more like a club of very talented people. If I have a question on an aviation subject, I can always find an answer among my fellow "club" members.



**Repeated from last issue because it's IMPORTANT!!**

Visibility during blowing snow can be difficult on its own, but be aware that when



the tractor and blower are out on the runway and taxiway, they can be difficult or even impossible to see with snow swirling around. Give the airport a good look-over and be

situationally aware of all the conditions that might affect your flight.

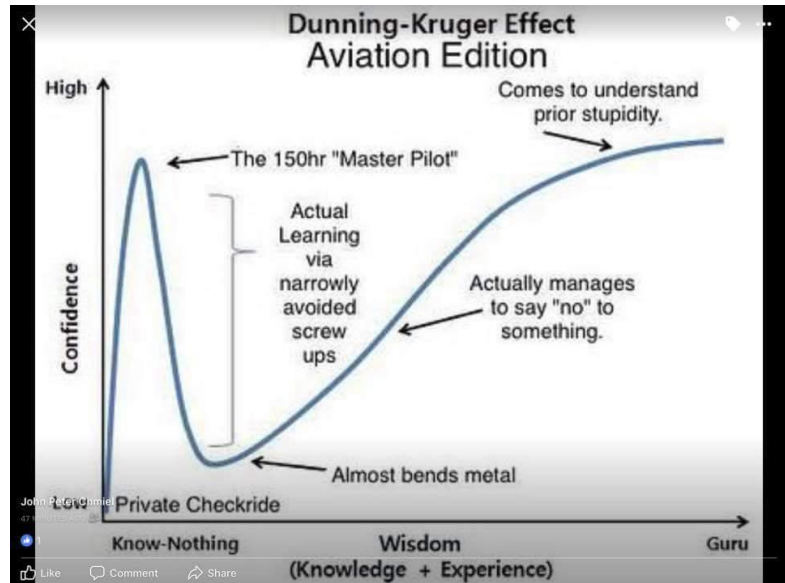
## **From the CFIs:**

(Brad Heck) Proficiency is the result of regular practice and exercise of learned skill sets. In flying, it's important to maintain a regular program of flying. The

Dunning-Kruger Effect takes a humorous approach to saying the same thing but in a different form. For Civil Air Patrol, I've always felt that a pilot on a mission should fly a minimum of 4 hours per month to be considered proficient enough to accomplish a mission with a fully-loaded airplane. How about you? Do you fly enough to handle the

unexpected? Does the aircraft feel like an extension of your hand or an awkward tool? Only you know for sure, but I hope you fly a bit each month to keep those skills up.

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



## **Stanton Fleet - January 2018 Flying:**

C-150	C-172	PA-11	PA-12	CC-11
1.8	7.7	2.7	10.3	3.4

- Total – 25.9 and 12 days flown. (10+ year average – 24.7)

## **LAST CHANCE to name the.....Newsletter:**

This is your last chance to submit your entry for the name the Stanton Newsletter contest! Submit your entry by Wednesday, March 28<sup>th</sup>. Next month we'll list all the entries we've received and you can vote on the winning name! Email [synairportmanager@gmail.com](mailto:synairportmanager@gmail.com) with your suggestion.



**Answer to Regulation Question:**

**§91.17 Alcohol or drugs.**

(a) No person may act or attempt to act as a crewmember of a civil aircraft—

(1) Within 8 hours after the consumption of any alcoholic beverage;

(2) While under the influence of alcohol;

(3) While using any drug that affects the person's faculties in any way contrary to safety; or

(4) While having an alcohol concentration of 0.04 or greater in a blood or breath specimen. Alcohol concentration means grams of alcohol per deciliter of blood or grams of alcohol per 210 liters of breath.

(b) Except in an emergency, no pilot of a civil aircraft may allow a person who appears to be intoxicated or who demonstrates by manner or physical indications that the individual is under the influence of drugs (except a medical patient under proper care) to be carried in that aircraft.

**Guest Writers:**

If you have an idea for 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. Just send us the concept and a little bit about the story. A picture is always nice to go along with the writing.

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