



Grass Roots Flyer

February 2019



Airport Manager Report:

Happy February and longer daylight! That light at the end of the tunnel is now visible to some of us. I thought it was always March that we'd reference with the "in like a lamb, out like a lion", not January. Northfield made the national news this week with a minus 32 ambient temperature and the SYN AWOS called out minus 33 the morning of the 31st. We won't even mention the wind chill factors!

The fall tornado damage repairs to our main building have begun. The new tower roof has been installed and insulated. We no longer have running water down the inner walls of the main building. The next phase will be to repair both ends of the main hangar.

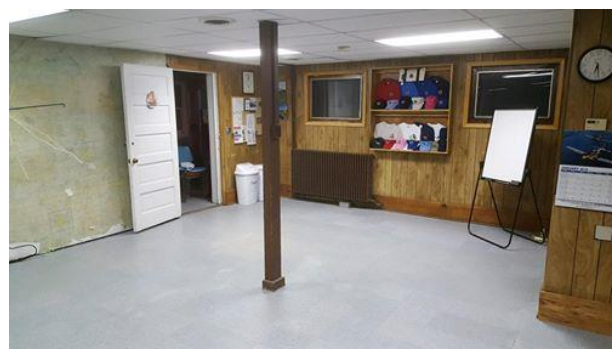


I also have an update on the new storage hangar. All paperwork was submitted to both Stanton Township and Goodhue County to start the official process. Mike Peterson and I attended both the Township Planning Commission and full County Board meetings in January where we were unanimously approved for the project. We've been in contact with the County and are simply waiting for the permits to be issued. If we have a normal remainder of this winter season, we'll be on schedule for a completion date of May 1st. It has been a pleasure working with Mike Peterson (one of the Tuesday VOOs) on this project. Thank you Mike for all you do to help SYN.

We recently moved some furniture around in the building. The large glass counter that's been a mainstay of Stanton for many years was moved to the museum for use to display more of the many historical items we have. And the WWII flight simulator was moved into the middle of the room for 360 degree viewing plus opening up another wall for displays.



Moving the counter out of the meeting room and shifting the conference table and chairs to the west end of the room allows more space for larger meetings, like the recent FAA WINGS safety seminar as well as the regular weekly Civil Air Patrol meetings/training.



In January, we said so long and safe travels to Troy from the shop. He has taken on a position working in Saudi Arabia. We wish him the best. His replacement is Adam, an A&P mechanic with 16 years of aviation experience and a soon-to-be licensed pilot. We welcome Adam to our shop.

January 19th was the restart of what we hope to be routine monthly FAA WINGS seminars to be held at SYN. Roy Fosstrom was the speaker on "ADS-B is coming to an Airspace Near You". We had 25 pilots in attendance, most of whom signed in for FAA WINGS credit. For those who couldn't make it, it will be offered again Feb. 16th here at SYN. Thank you Roy for making this happen.

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

John Quilling, Airport Manager
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Lunar Eclipse arrives at Stanton:

On January 20th Loren Swanson and Jay Biggs travelled down to Stanton Airfield to escape the light pollution of the Twin Cities. Hoping to find dark skies with an unobstructed view of the moon, the two weren't disappointed.

The "super blood wolf moon" began at 8:37pm and ended at 1:48am with the peak eclipse occurring at 11:12pm.

Compared to what Minnesota has experienced recently with wind chill temperatures dipping down to -50 degrees, -19 degrees that night (3rd photo below) doesn't seem too bad now. (Photos by C. Loren Swanson)



FAA Rules Question of the Month:

Stanton Airfield hosts many hundreds of glider flights every year. What are the requirements for towing gliders?

Volunteer AND Staff Highlight – Kirsty McCracken:

When and how did you come to be involved with Stanton Airfield? I followed John south! We were looking to move to Arizona and we ended up in Stanton!! Let's see, it is -27 with a feel-like temp of -51, I would say we took a wrong turn somewhere. As I first mentioned, I followed John, he came down here to become maintenance manager and since we are a package deal, I came with him. He has since been promoted to Airport Manager. This started 3 years ago.



What are your staff duties and volunteer activities at Stanton? Since we arrived, I took over the finance part of Stanton. I pay the bills, enter purchases, pay the taxes, balance the credit card receipts, enter payments into QuickBooks, prepare Stanton invoices, and various other jobs. My volunteer part is working outside (in the summer), cutting grass, running to the post office, preparing CAP invoices, picking up parts, shipping parts, and running errands.

What is your aviation background? I worked for Northwest Airlines as a Flight Attendant. Chances are I probably flew with Pat Watson and John Lee. I loved that job, got to see a lot of cities. Since then I worked as Wing Administrator for Civil Air Patrol. John and I were the only two in South St. Paul. That is where we met.

What do you enjoy most about being around Stanton? The view, and peace and quiet. I also enjoy all the volunteers and employees. I feel I have a whole new group of friends now. I also enjoy assisting people with QuickBooks when they are working the counter.

FAA Rules Answer:

§91.309 Towing: Gliders and unpowered ultralight vehicles.

(a) No person may operate a civil aircraft towing a glider or unpowered ultralight vehicle unless—

(1) The pilot in command of the towing aircraft is qualified under §61.69 of this chapter;

(2) The towing aircraft is equipped with a tow-hitch of a kind, and installed in a manner, that is approved by the Administrator;

(3) The towline used has breaking strength not less than 80 percent of the maximum certificated operating weight of the glider or unpowered ultralight vehicle and not more than twice this operating weight. However, the towline used may have a breaking strength more than twice the maximum certificated operating weight of the glider or unpowered ultralight vehicle if—

(i) A safety link is installed at the point of attachment of the towline to the glider or unpowered ultralight vehicle with a breaking strength not less than 80 percent of the maximum certificated operating weight of the glider or unpowered ultralight vehicle and not greater than twice this operating weight;

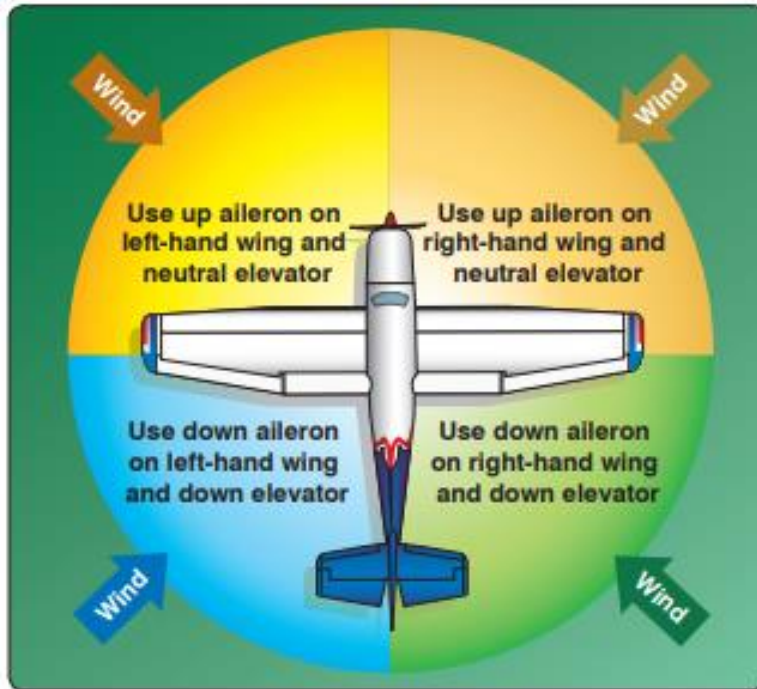
(ii) A safety link is installed at the point of attachment of the towline to the towing aircraft with a breaking strength greater, but not more than 25 percent greater, than that of the safety link at the towed glider or unpowered ultralight vehicle end of the towline and not greater than twice the maximum certificated operating weight of the glider or unpowered ultralight vehicle;

(4) Before conducting any towing operation within the lateral boundaries of the surface areas of Class B, Class C, Class D, or Class E airspace designated for an airport, or before making each towing flight within such controlled airspace if required by ATC, the pilot in command notifies the control tower. If a control tower does not exist or is not in operation, the pilot in command must notify the FAA flight service station serving that controlled airspace before conducting any towing operations in that airspace; and

(5) The pilots of the towing aircraft and the glider or unpowered ultralight vehicle have agreed upon a general course of action, including takeoff and release signals, airspeeds, and emergency procedures for each pilot.

(b) No pilot of a civil aircraft may intentionally release a towline, after release of a glider or unpowered ultralight vehicle, in a manner that endangers the life or property of another.

A reminder about how to taxi in windy conditions:



Current Fuel Prices:

100 Low Lead - \$4.45

Swift UL94 - \$4.25

*Subject to change,

call to be sure

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