



Grass Roots Flyer

January 2019



HAPPY ★ NEW ★ YEAR

Airport Manager Report:

Happy New Year to all of our customers and friends of Stanton Airfield. We're hoping that 2019 will be another exciting year for all of you to enjoy aviation in any form with us.

Congrats to two of our student pilots on their "Solo" flights in December.



Scott Saunders – 12/16/18 (left)

Ted Aspenes – 12/15/18 (right)

Mason Lindenfelser, Staff Instructor on both



2018 instruction hours were down a bit for various reasons. That said, we did complete 10 Tail Wheel endorsements, 5 first solos and 1 Private Pilot rating. The flight school is currently working with 6 active students.

| Date | Student | Inst | What | Date | Student | Inst | What |
|------|----------------|------|------|-------|---------------|------|------|
| 1/19 | Kris Karsell | HG | TW | 4/8 | Ben Longsten | HG | TW |
| 6/20 | Carly Davidson | HA | TW | 10/25 | Tyler Lovvold | ML | Solo |
| 7/15 | Tim Collins | ML | Solo | 11/10 | Tim Collins | ML | PVT |
| 7/17 | Ray Maingi | HG | TW | 12/15 | Tom Aschew | ML | Solo |
| 7/28 | Joe Radlinger | PK | Solo | 12/16 | Scott | ML | TW |
| 7/29 | Mason L | PK | TW | 12-16 | Scott | ML | Solo |
| 8/15 | Brad Bennud | HA | TW | 12-16 | JEFF TURNER | | TW |
| 8/17 | Alex Bestul | HG | TW | | | | |
| 8/22 | Seth Gidewell | HG | TW | | | | |

December went out with a bang of sorts for us. We went to bed on the 26th with a small accumulation of snow falling late in the evening, which turned to rain early morning on the 27th. We were doing fine up until the noon hour, when the flooding started through the front door as well as from under the back door wall. With a rainfall of 2+ inches, we had sandbagged the front of the main building and had two pumps working to move the water away from the building. We continued this until 10:00 pm when things started to freeze again. In addition, we had plowed waves of water out to the ditch. The runways were closed until the standing water was frozen again, which took another 48 hours.





As we continue to deal with all the ice, this is a winter storm that would have been easier dealt with had it been a foot or better of snow!



Please remember to check "NOTAMs" and to call ahead the day of your flight to check current airport conditions. This will make sure your flight is a "go" and also give the staff adequate time to have the aircraft ready for you.

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

John Quilling, Airport Manager
synairportmanager@gmail.com

FAA Rules Question of the month:

As we start a new year, it's time to refresh some of our basic flying rules. When flying VFR, at what altitude do the rules start specifying your cruising altitude? And what is that based on?



From our Stanton History:

Thanks to Marilyn Meline for finding this treasure of days gone by at Stanton. Believed to be from the late 1960s or early 1970s, this picture shows quite a number of gliders ready for flight on the Stanton flight line. Thanks to Jim Wood for framing the picture – it now hangs in the hallway at Stanton.

From the museum is a Winter Flying policy story from the early days of the flight school. Seems there was a way to keep the flights going even though the temps might have been lower than the policy allowed!

WINTER FLYING

The policy for flight training, since the students were flying open cockpit airplanes, was that flight operations would cease when the temperature dropped below zero degrees Fahrenheit. Clarence Hinck was in aviation to make a dime. He was known to stand outside, holding his cigar under the thermometer, until the mercury rose, showing flying temperatures.

The display board features two photographs. The top photograph shows a biplane on a runway with several people standing nearby. The bottom photograph shows a building with a tower, likely a flight school, with a car parked in front.

Fuel Purchases Comparison 2017 vs. 2018:

This past year was a very good year for selling fuel at Stanton. With the addition of the new Swift UL94 fuel combined with our very competitive pricing, we've seen an influx of new customers flying in for fuel in 2018. In 2017 we sold 12,000 gallons of fuel. In 2018 we increased by 2,500 gallons to 14,500 gallons. As you will see later in this newsletter, the prices of fuel have not changed since last month. A stop here for fuel makes economic sense and you'll be greeted by our volunteers and staff as a bonus!

Answer to FAA Rules Question:

§91.159 VFR cruising altitude or flight level.

Except while holding in a holding pattern of 2 minutes or less, or while turning, each person operating an aircraft under VFR in level cruising flight more than 3,000 feet above the surface shall maintain the appropriate altitude or flight level prescribed below, unless otherwise authorized by ATC:

(a) When operating below 18,000 feet MSL and—

(1) On a magnetic course of zero degrees through 179 degrees, any odd thousand foot MSL altitude + 500 feet (such as 3,500, 5,500, or 7,500); or

(2) On a magnetic course of 180 degrees through 359 degrees, any even thousand foot MSL altitude + 500 feet (such as 4,500, 6,500, or 8,500).

(b) When operating above 18,000 feet MSL, maintain the altitude or flight level assigned by ATC.

Wondering how you can help?:

As you can see, there's always something going on at Stanton. It takes lots of staffing (both paid and volunteer) to accomplish what we're doing. We have openings! If you have any free time and would like to learn more about opportunities to help us out, please contact John Quilling, Airport Manager.



Current Fuel Prices:

100 Low Lead - \$4.45

Unleaded 94 - \$4.25

*Subject to change,
call to be sure

Stanton Contacts:

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