



Grass Roots Flyer June 2020



Airport Manager Report:

It's hard to believe that May has come and gone already. We've been very busy here between the shop and the re-opening of the flight school and aircraft rentals. Training and rental flying has been going very well, considering the extra work and changes caused by COVID-19.

I double-checked some 2020 year-to-date fuel numbers that seemed a bit hard to believe. This year we have pumped just shy of 4400 gallons, which is an increase of 950 gallons or 27% over last year for the same time period. We have had lots of visitors flying in for their “grass experience” as well as for the very reasonably-priced fuel. (Current fuel prices at end of newsletter)



In May the flight school and airplane renters flew for over 60 hours, and we could have had many more hours but there were 12 cancellations, primarily due to weather. Our current active student count is 13, between primary flight training and tail wheel endorsements.

The shop remains very busy having turned over 20 aircraft through various maintenance needs in May. Hangar space remains at full capacity, with a dozen aircraft owners awaiting space to open up.



Our Father's Day tradition of having a fly-in/drive-in pancake breakfast was cancelled some time ago due to COVID-19. There have been questions regarding some sort of self-supported fly-in picnic by some of our customers that day. As always, you're welcome to drop by anytime and relax in our park/picnic area and watch the sailplanes/gliders and powered aircraft, or just hangar fly with friends - with social distancing of course.



For those who follow us routinely on Facebook, you have seen the recent posting that our facility remains closed to the general public. This has been working well, protecting our limited paid staff and revenue income with no major impact on our day-to-day business. We certainly do understand the minor restroom issues, and we'll continue to monitor Federal and State guidelines and fully open the facility when it's proper to do so, mitigating unnecessary risk. Last year, we had the spring flooding and long dry-out period, this year COVID-19. However, we remain strongly committed to our heritage here, and willingly look forward to the next generation of aviators being able to fly at SYN.

Thank you for your support and cooperation during these trying times. As always, if you have any questions or comments about Stanton, please contact me.

John Quilling, Airport Manager

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Taking care of the buildings and grounds at Stanton:

A lot goes on here on a routine basis that doesn't involve flying or fixing airplanes. Keeping the buildings and grounds at Stanton maintained involves a lot of hours by paid and volunteer staff. We have exceptional talent available to us in-house so we can maximize our budget dollars.

Recent examples of this are crack-sealing the blacktop ramp and replacing the windsock.



Volunteer and Board member Tim Bjork and CFI/Mechanic Jay Biggs worked on the sealing project (along with others). Unless we keep up on this project on an annual basis, the cracks and grass take over and we lose the ramp.



On an annual basis we receive a new windsock from MN-DOT Aeronautics. You can now catch sight of the windsock much quicker with the newer and brighter windsock installed by Volunteers Tim Bjork and Jerry Rosendahl (John helped a little!). This picture shows the start of the process of lowering the pole to the ground so the new one can be installed.

(Note the first cutting of the hay crop for the season)

Next up on our buildings and grounds section is attention to the various roofs on our 1942 building and additions.

Here's Tim again, checking the roof over the apartment, where we've had leaks. As you can see in the picture there have been patches added to the original rubber roof.

The tar and gravel roof over the main level of the building is slated for replacement this summer, thanks to donations made to The Friends of Historic Carleton Airport.

We are always looking for volunteers to help out with caring for the building and grounds of Stanton. Donating a few hours a week or month can make a big difference to our operation.



Powered Parachute:



Tom Fitzhenry is a frequent visitor and customer at Stanton. He needs pretty low winds to fly his powered parachute so he's normally here in the evenings after the winds die down with that. Otherwise you'll see him here flying his own airplane or various Civil Air Patrol airplanes as he moves them in and out of our shop.

Stanton Contacts:

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CURRENT FUEL PRICES:

100 LOW LEAD - \$3.54

SWIFT UL94 - \$4.35

****SUBJECT TO CHANGE, CALL TO BE SURE**