



Grass Roots Flyer

May 2019



Airport Manager Report:

My report for this issue will be a summary of the presentation made at the Stanton Sport Aviation stockholders' annual meeting on April 30th. (Some of this information has been previously reported in this newsletter)

Communicating Our Day To Day Operations – The Grass Roots Flyer is our primary means of communicating with our growing Stanton Airfield community. We currently have 285 subscribers to this monthly newsletter. If you know of anyone not currently receiving it, who might be interested in it, please let me know. I meet routinely with the Executive Board to review ongoing issues and bounce new ideas off of them. Kirsty and I meet weekly with Treasurer George Penokie (highlighted in this issue) to process and review finance issues. Our current group of volunteers here at Stanton are crucial to our success in keeping the operation going and in communicating with existing and potential new customers.

Flight School Operations – On 4/29/19 we started a Private Pilot Ground School, which has 7 students. This is an 18-session school that will prepare the students for passing the written test. Our 3 in-house flight instructors will be teaching these sessions on Monday and Thursday evenings. In 2018 there were 10 tail wheel endorsements, 5 first solos and 1 private pilot successful check ride from our flight school. Already in 2019 1 first-solo was accomplished, although it had to be done at So. St. Paul due to poor runway conditions here. Currently we have 7 primary students active and 3 prospective tail wheel students.



Maintenance Shop Activity – Three of our rental aircraft now have new engines installed, ready for the busy spring, summer and fall season. In 2018 we saw 106 different tail numbers in the shop one or more times. That activity is inclusive of

Stanton-based customers, transient customers, as well as Civil Air Patrol aircraft – gliders and powered. We currently have 3.5 staff working in the shop.

Fuel Sales Comparison – In calendar year 2017 we sold a total of 12,000.7 gallons of fuel. In calendar year 2018 we sold 14,497.7 gallons – an impressive 21% increase.

Civil Air Patrol – There are currently 30 cadet and 14 senior members of CAP based here. This number includes 8 pilots and 1 student pilot. They use both our airport and the Stanton United Methodist Church to hold their weekly meetings. They have grown substantially since being formed and were upgraded from a flight status to a full squadron back in May 2018. They have officially adopted Stanton Airfield through a program with MN DOT Aeronautics, which means they are committed to assisting us in various projects, such as cleaning the ditches and picking up debris on the field.



Father's Day Fly-In – The annual event will again be held in conjunction with the Cannon Falls Lion's Club. Additional attractions will be the RC Flyers, the Randolph-Hampton Fire Department, 2 car clubs, local agriculture equipment vendors, Church service, CAP information/plane marshalling, Twin City Barnstormers (Stearman WWII airplane),

and Stanton airplane rides. Drive in or Fly in and bring friends!

New Hangar – The new hangar is nearing completion. The roof, walls and doors are in and the floor will be poured shortly. This will give us expanded space for aircraft storage, for the several requests we've received and put on a waiting list.

September Tornado Damage Repairs – New overhead doors are in place on 3 hangars, a new roof has been installed on the tower, damaged trees have been cut down, and stumps have been ground up. The damages done to the main hangar east and west ends have been repaired and a new gutter system has been installed on the south side. As for the barn damage, the north and south ends



have been repaired, the damaged roof shingles have been replaced, 2 new (used) cupolas have been installed, the sliding door now opens with ease, the main entry door and 2 loft doors have been repaired.

Main Facility Improvements – Due to the November flood, March flood, April flood, and the April lightning strike (!), much work has been done to keep the water out of the building. New tower windows have been installed, new main level windows will be installed shortly, a fuel tank venting problem has been repaired, and our AWOS computer will be replaced. Previously you’ve seen the new chart wall in the meeting room.

Looking Ahead – Some serious work needs to be done on the south main entrance/parking area to correct the lack of drainage away from the building (see other related articles in this issue). Main building roof replacement is an ongoing issue. Replacement gutter system on the north side of the building is needed. A



work in progress will be to restore the tower to become a part of the museum and to become an observation deck. Due to extreme water damage, the “jump shack” that also houses the MN Soaring Club will be torn down. Due to aging and cost issues the tractor will be replaced. The “hump” at the junction of 18/36 and 9/27 runways will receive some attention in the form of building up the 4 sides to level it off. These issues will obviously take time.

If you have any issues or questions about Stanton Airfield, please contact me.

John Quilling, Airport Manager

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507-645-4030

Volunteer/Staff Highlight – George Penokie:

When and what was your first encounter with Stanton?

Back in 1988 I was in a coworker's office when I noticed he had a picture of a glider with the Grand Tetons in the background. He told me that was his glider and that he flew it at Stanton. We talked about what it was like flying gliders and that made me interested in wanting to try it. After that he invited me to come to Stanton and take a glider ride with him. As a result, on July 4th I found myself flying with him in the ASK21 on a great day for thermals. One month later I joined the



Minnesota Soaring Club and started taking lessons. I soloed in

October of that year and two years later I received my private pilot license with a glider rating. In 2002 Sarah Anderson and I purchased a 201B Libelle that I have been flying since that time.

What are your current duties as a volunteer and a staff member?

I currently am the treasurer on the Stanton Sport Aviation Board. In that capacity, I monitor Stanton's finances and assist Stanton management in financial matters. You can usually find me in John's office on most Fridays entering financial data into QuickBooks. In addition, I provide IT support and VOO training on using Stanton's point-of-sale software.

What is your aviation background and what ratings do you hold?

Before 1988 my only aviation experience was traveling on commercial airlines. I currently have a private pilot license with a glider rating.

Where have your travels taken you?

I have been very lucky to have been able to travel to many parts of the USA, the world, and to have lived in Germany (1.5 years in the military) and Japan (3 years on work assignment). Some of the more recently visited countries include: Madagascar, Antarctica, India, Iceland, New Zealand, Portugal, Spain, Canada, Australia, and Borneo.

Tell us about your family?

I have been married to my wonderful wife Pat for 35 years. We have a son, Eric, who is in the Air Force and works on F-22s; and a 4 year old grandson.

Former occupation?

I am currently retired. During my working career I worked on disk drives at IBM for 30.5 years and then at LSI/Avago/Broadcom for 9 years.

From the CFIs #1:

Automatic Dependent Surveillance - Broadcast

(This is a general recap in "note" form for those who couldn't attend the FAA WINGS presentation at Stanton Airport) \$500 rebate still available. 1/01/20 compliance date. Who needs this? That depends on where you fly and what you fly. Aircraft not originally certificated with electrical system are exempt. Have electrical but no alternator - grey area. Class A, B and above, C and above, class E ^ 10,000, Mode C veil, fly off Gulf coast, if this is you then you should be considering what equipment you need. Either 1090ES or the UAT. Many areas across the US you don't need ADS-B, but you may be prohibited from getting to your exact destination. Mode C sends out information whenever tinged by radar. ADS-B sends out your information every second. First half of second to ground, second half to other aircrafts. Information goes to central processor then to ATC. In US you can get weather and other information, this is the IN portion of ADS-B. This portion is not mandatory and there are additional costs. Some benefits: Overcomes line of sight limitations of radar. Above 10,000 feet no holes across US. Keeps track of all flights successfully using the system. What about those portable units? They can be useful for ADS-B IN, however not for the out portion. An installed unit is aircraft specific, tested, ATC tracked then approved. A portable unit simply cannot meet the strict parameters. As you can see there is more to it than a few paragraphs can cover. If you have questions please ask before winging it. And remember even if everyone who should, gets the equipment installed and properly working, there will still be many aircraft that will not register on the equipment. Bottom line is, we fly in part for the view so keep your eyes outside, your lights on and SEE AND AVOID!

Safe Flying,

David Krusmark, Staff CFI

From the CFIs #2:

122.8

There's a crowded frequency for you...but it's ours so let's use it effectively. Good radio technique involves active listening more than speaking. When we do speak, the message needs to be clear: who are we calling, who are we, where are we, and what do we need you to know. Audio quality varies greatly in the SYN airspace. Gliders with external speakers often broadcast feedback, high squeals and unintelligible messages. Try using your body to shield the microphone from the speaker and keep the mic close to your mouth. If it still creates a problem, turn the volume all the way down while you broadcast, and bring it back up again when you are off mic.

Listen carefully when within 10 miles of the airfield and picture where and what the broadcasting pilot intends to do. Sometimes we call "downwind" when in reality we are upwind. Slow down and correct yourself if this occurs so everyone knows where you are. Without active listening, our radios offer no safety improvement at all.

Fly Safe, Often, and Courteously!

Brad Heck, Staff CFI

Friends of the Historic Carleton Airport (FHCA):

We're excited to share the news regarding the FHCA. In the 2.5 years we have been in existence, the FHCA has provided just under \$10,000 of support to help with the preservation at the airfield. In 2018 alone we received over \$8,000 in donations. All funds donated are used for project support at the



airfield. Also in 2018, FHCA received a generous gift of 12 shares of Stanton Sport Aviation stock. That is a value of \$12,000. Four shares have been sold, but there is an opportunity for interested persons to purchase all or some of these remaining shares.

The 2019 fund-raising FHCA focus is to reach our \$25,000 goal for replacing the flat roof on the main facility. Since November 1, FHCA has raised over \$11,000

toward that goal. Just \$14,000 to go! So please consider contributing this spring so we get the roof done this year! Those of us who have reached 70.5 years have a special advantage when giving from our IRAs/401s. If a gift is made directly to an eligible non-profit, like FHCA, that gift is counted as a part of a required minimum distribution (RMD). The advantage is that this gift is not considered income and is therefore not taxable. If you have any questions, please contact us at friendsofthehca@gmail.com.

New Bench – Courtesy of the Tornado!



Volunteer and Board member Tom Kuhfeld turned a tornado-damaged walnut tree into a beautiful keepsake bench in the Stanton park area. Thank you Tom for a fantastic idea and a great job!

A Message from the Stanton Sport Aviation President:

As you know, the airport has experienced several flooding incidents in the last six months, one severe enough to cause extensive damage to the old jump shack. With weather patterns being as fickle as we have recently seen, which will probably continue to be in the future, the problem of flooding must be addressed. A plan has been developed which will fix the problem by building swales and regrading the horseshoe drive area, thus diverting water from the buildings to the ditches. This will require funds that we do not have. We cannot ask the Friends of Historic Carleton Airport to help with this project because it does not fit into their

charge and they have other airport projects that they are pursuing. We also do not want to incur new debt because the budget cannot support that. So that leaves it to the stockholders and the friends of Stanton Airport to help out. We are asking you to consider a donation to the airport to help defray expenses associated with the driveway regrading. I hope that you will support this important



project by sending a donation, as I already have, to Stanton Airport, 1235 Hwy 19, Stanton MN 55018, attention John Quilling. Thank you for your consideration.

Phil Schmalz

President, Stanton Sport Aviation

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CURRENT FUEL PRICES:

100 LOW LEAD - \$4.45

SWIFT UL94 - \$4.25

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