



Grass Roots Flyer

May 2020

What a difference a month (with some sunshine & rain) makes!



(Above left – March 31....Above right – April 30)

Airport Manager Report:

COVID-19 has now impacted our lives for the past several months in various ways. This has affected Stanton Airfield at the same time that we are transitioning from “normal” winter to spring operations. We are continuing to adhere to guidance from government as well as aviation-related sources. We are just as anxious as you are to get back to full airport services, but we will not jeopardize the health of our staff.

The following information is provided here, on our web site, and on our Facebook page in order to get the word out to all of our current and potential customers:

- Our runways are open.
- Fuel is available (both 100LL and UL94). Payment can be accomplished on-site or through a billing process.
- The main building/shop is locked and only authorized staff are allowed.
- Porta-potty is available near the fuel pumps. The supplier is responsible for weekly cleaning, sanitizing and supplies.

- Rental planes are available by calling us to schedule (the on-line system is not in use during this time). During that phone contact the policies on sanitizing airplanes will be covered.
- Trash cans have been removed from the community hangars so owners of privately owned airplanes must remove trash from site.
- Flight instruction will resume shortly with specific guidelines.
- Parking lot is roped off for authorized staff only.
- Glider owners have adopted similar policies for soaring.

****These policies are subject to change at any time....call us to be sure.**

In other news (!):

The final grading and seeding of the new drainage areas surrounding the main building and the front of the barn have been completed. Rope lines have been put up around the main building and parking areas to keep everyone out of the seeded/muddy areas. A new “centered” rope line has been put up for the new angled parking slots.



The runways are in full use and spring rolling and mowing have commenced. All cones have been reset after cleaning dirt mounds from underneath due to critters over the winter months. Speaking of cones, all of the cones have also now been numbered. This was done for easier identification of possible runway issues.

Trivia Question: How many cones does Stanton Airfield have? (Answer at the end of this newsletter.)



April 25th was the beginning of the soaring season for privately-owned gliders using Stanton's tow plane. Those owners have a COVID-19 Operations Procedure document to follow organized by Dick Andrews, with Stanton management buy-in. This is a "living document" which will be updated from time to time, so we ask that those pilots observe any changes. In addition, we did a couple of experimental rentals of power aircraft to test our Stanton Sport Aviation new procedures.



April 28th the annual Shareholders "virtual" meeting was held. Along with the routine business and reports, an election of Directors was held via "PROXY" to fill three positions. Two directors were leaving the board and one was seeking re-election for another term. Congratulations to George Penokie on his re-election and to Bob Cole & Jerry Rosendahl on their new appointments. Stanton Sport Aviation, Inc. thanks Marilyn Meline & Chuck Geissler for their many years of service to Stanton.

Note: 2020 is the 30th Anniversary of Stanton Sport Aviation, Inc.



George Penokie (left).....Bob Cole (center).....Jerry Rosendahl (right)

Transitioning from winter storage and more infrequent flying to the first really nice spring day when everyone wants to be out flying takes a lot of staff/volunteer hours. Gliders and trailers move out from the barn and hangars to be tied down outside. Snow blowers and plows come off and mowers are cleaned and greased. Hangars are cleaned and picnic tables are put back into place. Gopher mounds are identified for removal and planes are washed. Two projects in particular this year involved the doors on the main building's hangar and shop.



These doors are original and take a lot of care. In the photo at left are the sliding doors that close inside the bi-fold shop door. They seal off the cold as best they can from the winter temperatures. The most recent project involved adjustments to the track to correct a twisting of the track due to the weight and use of the doors.

Another ongoing project involves replacement of some of the (1942) bolts on the doors below.



Here's another trivia question for you – how many bolts does each of the 6 main doors have? (Answer at the end of this newsletter)

Coming up this spring/summer is a major project to replace the roof on the main building due to leaking. Thanks to The Friends of Historic Carleton Airport for the funding to do this.

This newsletter now has 324 subscribers; if you're reading someone else's copy, let me know and I'll put you on the list, or you can go onto our website and sign up yourself. Our Facebook page now has nearly 1,000 followers. We are making a concerted effort to keep all of these communication methods up to date. If you have any comments or questions about these, let me know.

On a personal note, thank you to those who have contributed to Kirsty, my wife's Memorial, through The Friends of Historic Carleton Airport. She's looking down on us with her big smile and will forever be with us all.

Thank you for your support and cooperation during these trying times that are affecting everything we do in some form or another. As always, if you have any comments or questions, please contact me.

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Cancellations: Father's Day Fly-In Breakfast at Stanton, EAA Air Venture, MN ACE Camps

Trivia Questions' Answers:

Number of runway cones – 49

Number of bolts per hangar door - 74