



Grass Roots Flyer

September 2018



Airport Manager Report:

As much as I don't like the days getting shorter with the onset of fall, it's time to begin adjusting our official "OPEN" hours to be from 8:00 am-8:00 pm, still 7 days a week. Last end-of-day rental, now at 7:00 pm. Once again this summer, the extended daylight hours have proven to be popular. If you have a special timing request, give us a call to work it out.

As your Airport manager, I've asked the Executive Board for frequent meetings as we build the business and plan for the future, both short and long term. That said, it was agreed that we try to meet monthly during the prime season and bi-monthly during the winter months. After having the first couple of meetings, we are all in agreement that it has been informative and beneficial. The outcome will ultimately bring more detailed information to the full Board which will continue to meet as they always have.

The new Swift UL94 fuel has also been popular. We are selling it about 50-50 with the 100LL. Our total summer fuel sales have been over 2000 gallons a month.

The sweet corn was harvested from the north end of runway 18-36. Therefore, the displaced threshold cones have been removed.

Multiple facility maintenance projects have been completed/nearing completion for this season including a BBQ grill in the "park" which came from an outside donation. The on-going upkeep/upgrades to the facility are made possible, thanks to "The Friends of Historic Carleton Airport", other outside donations and our volunteers/Staff.





Top left – Toby Hanson trimming overhanging branches near the barn.
Top right – Jerry Rosendahl trimming overgrown hedge east of hangers.
Top middle – the resulting “burn” pile.

Come out and see us in the "Defeat of Jessie James" day parade. We'll be promoting Stanton Airfield and are planning on having our latest acquisition in it, that being a S1-26B which should be on-line for rent in September.



Our good neighbors to the west, Syngenta, recently toured Stanton. (Picture left) 1 of 4 groups of employees enjoyed finding out more about us thanks to our volunteer tour guides Tom Kuhfeld and Ken Ewald. Tours included the museum, office, big hanger, shop and hanger 4.

Coming up on September 20th is our Public Safety Partners Appreciation BBQ. Stanton staff and volunteers will welcome and feed representatives of Goodhue Co. Sheriff, Rice Co. Sheriff, Dakota Co. Sheriff, Randolph-Hampton Fire, Cannon

Falls Ambulance and Goodhue Co. Emergency Management (using our new grill). This is the third annual BBQ that keeps open the lines of communications with our First Responders in case of emergencies. It also ensures they know who we are and what facilities and services we have here before that emergency response.

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

John Quilling, Airport Manager
synairportmanager@gmail.com

Volunteer Highlight – Mike Peterson:

When did you start volunteering at Stanton Airfield?

I started the first part of February 2018.

What are your duties here?

I am a Volunteer Operations Officer (VOO). I also help out with various other tasks as the need arises.

What is your aviation background?

I started flying in 1996 and got my Private in 1998. I currently hold a Commercial Pilot Certificate with Instrument Rating and own a Cessna 182S with a partner. I got my Tail Wheel endorsement at Stanton. Years ago I flew a lot for business. Now I fly for fun!!!

What do you enjoy most about volunteering here?

The people are great and I have learned a lot from them.

What surprised you about volunteering here, if anything?

The amount of interest that exists for “stick and rudder” flying. In a world of computers and glass panels, it is nice to see the number of pilots who enjoy, and want to learn, basic flying.

Do you have a military background?

No. Just an appreciation for those who served.

Married? Children? Grandchildren?

I have been married to my wife Doris for 46 years. We have two children and four grandchildren.



FAA Rules Question:

What information is required on a VFR flight plan?

From the CFIs – “Landings”:

Often times when working with someone on a flight review I'm met with the same request when I ask what area they would like to see improvement in. Landings... Many of us decide whether to go flying for a bit based on whether we feel we can do a safe landing given the weather conditions.

Often when I ask what speed they fly on final I'm given a response similar to "whatever it takes".

Aircraft are not a mystical wonder. They are designed. And as such they have airspeeds that they perform best at. We have all heard that our speed on final should be 1.2 times our stall speed, base at 1.3 and downwind at 1.4. Aircraft flown using the design principles have safe and predictable characteristics.

Often I experience aircraft flown down final at a speed far above 1.2 stall speed. Then as the landing gets close a number of different inputs are used to try correct the problems at hand. When these very same pilots fly final at the designed airspeed they often express surprise as to how predictable the outcome is.

At least part of the problem also lies in what controls airspeed. When we as pilots use the pitch to control airspeed and power to control descent rate we again end up with a comfortable and predictable outcome. True there is some overlap in this regard but what do we consider PRIMARY for controlling airspeed. If we use pitch we can have a very stable descent.

Flap settings are also part of the day. Some feel that full flaps are always the way to land. Many days we would be served better to try little or no flaps. Windy days (straight or crosswind) are a prime example. By reducing your flap setting the wind will have less effect on the landing aircraft. Gusty days we would only add half the gust factor to our speed on final.

This is not all that can be said on this subject but hopefully these few suggestions will help you to have boring landings and happy passengers.

Safe Flying,
David Krusmark, Staff CFI

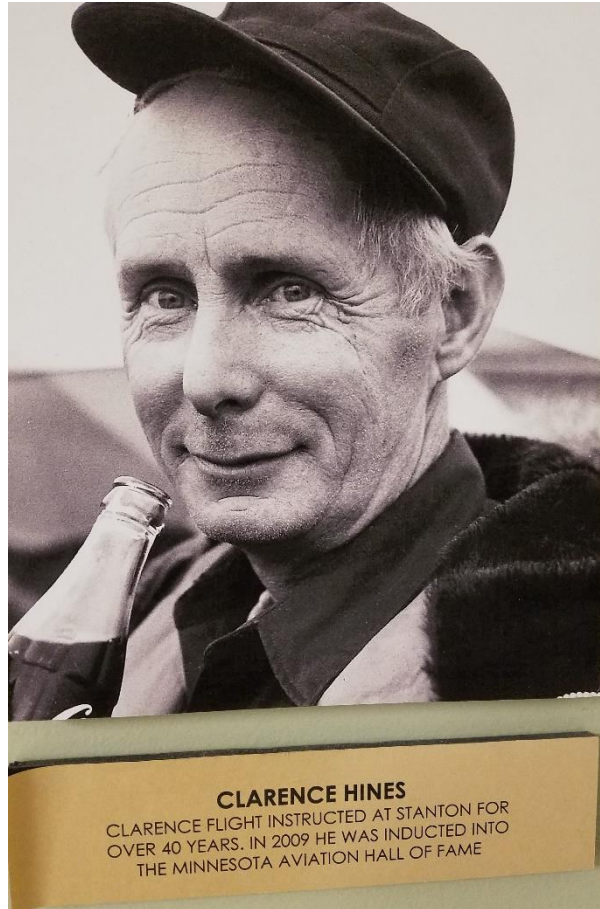




Stanton Legend – Clarence Hines:

He still lives in the house he and his wife Marilyn built in 1956, right next to the airport, so he wouldn't have to drive to work! Clarence Hines has been a fixture at Stanton Airfield since he learned to fly here in a J-3 Cub in January 1946. This was after he served in the Army Infantry from 1942 – 1945. In 1948 he started working as the "hanger man" doing whatever needed doing. In 1951 he bought a 1949 Luscombe for \$700. In the 1950s, as a new CFI, he was teaching St. Olaf ROTC students to fly, later becoming the Chief Pilot for that program. This included picking up the students at the college and returning them back after flying. That time was used to brief and debrief. In those days of teaching students, they flew the J-3 and the C-172, then later in 1968 the C-150 came to Stanton. The students then were mostly GIs on the GI bill learning to fly. In his days as an A & P mechanic, he was known to keep track of tachometer times on the various airplanes by writing the times down on his pack of cigarettes (always while drinking a Coke). Malcomb Manuel bought the airport from Carleton College in 1946 forming Triangle Aviation and found several unique ways to supplement the finances of the airport like crop spraying, boat building, air charter service, golf driving range and probably more. Clarence played a part in all of those endeavors. Clarence flew charter flights for several people including an architectural firm in Northfield all around the country. He also worked with Malcomb in developing an airport lighting system, a forerunner to today's systems. In the years that the Minnesota Skydivers Club was based at Stanton, Clarence flew a C-170 with no door on it up to 7,200 feet for the 3 jumpers in each flight – including in the middle of winter. He recalled that many of these skydivers were former military men and showed lots of military bearing in their actions. Back in the day, the Rochester FAA office periodically came to Stanton to administer pilot exams. He said it was a very

formal affair, with marshals parking the many airplanes that came here for their exams. Clarence amassed over 25,000 flying hours in his career. In 2009 Clarence was inducted into the Minnesota Aviation Hall of Fame. Clarence lost his wife in 2017. They were married for 66 years. He has 4 children, all of whom are now retired and “kind of take care of me”. At 94 years of age, he only recently gave up taking care of his property to his kids. He gets along very well on his own. He had only good things to say about his neighbors and all the many pilots and plane owners he met along the way. Good people, all of them. He says he has no regrets at all about his life. And yes, he still drinks Coke!



FAA Rules Question Answer:

§91.153 VFR flight plan: Information required.

(a) *Information required.* Unless otherwise authorized by ATC, each person filing a VFR flight plan shall include in it the following information:

- (1) The aircraft identification number and, if necessary, its radio call sign.
- (2) The type of the aircraft or, in the case of a formation flight, the type of each aircraft and the number of aircraft in the formation.
- (3) The full name and address of the pilot in command or, in the case of a formation flight, the formation commander.
- (4) The point and proposed time of departure.

(5) The proposed route, cruising altitude (or flight level), and true airspeed at that altitude.

(6) The point of first intended landing and the estimated elapsed time until over that point.

(7) The amount of fuel on board (in hours).

(8) The number of persons in the aircraft, except where that information is otherwise readily available to the FAA.

(9) Any other information the pilot in command or ATC believes is necessary for ATC purposes.

(b) *Cancellation.* When a flight plan has been activated, the pilot in command, upon canceling or completing the flight under the flight plan, shall notify an FAA Flight Service Station or ATC facility.

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.

Stanton Contacts:

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Stanton Airfield

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