



# Stanton Airfield News

February 2018



## Airport Manager Report:

- My folks were long time snowbirds enjoying the sun and A/C museums of the Deep South while we worked through this season called winter. Dad used to call and talk about our white sunshine and cold temps. Well we finally got 16 inches of it all at once on Jan 22nd after a long spell of below normal temps. Snow removal got underway and the airport was open again late afternoon on the 23rd. This was our first real snow event which closed runway 9-27 from wheel traffic for the season. Since then, we've had three A/C on skis visit SYN.
- Just a reminder that we keep runway 18-36 snow-blown half width with tear drops on both ends and that taxi-backs are in effect. Hint, please use your radio and be situational aware of the traffic pattern and anyone on skis using any of the snow covered runway surfaces.
- The overall weather conditions have slowed down the flight school but we are looking forward to better flying days. We did get our first tail wheel endorsement of the year completed just last week. The sun angle has already made a huge impact and we sure like the daylight hours getting longer.
- We continue to seek out additional volunteers to help with the daily operational duties. Please feel free to contact me with any questions.
- FLY SAFE and HAVE SOME FUN!!!
- As always, contact me if you have any comments or questions – John Quilling at [synairportmanager@gmail.com](mailto:synairportmanager@gmail.com).



## New Pilot Ratings:

Kris Karsell is the first tailwheel-endorsed pilot for 2018. He checked out with the PA-12 and Hank Geisler as the instructor.

## Regulation Question of the Month:

As Pilot in Command of a flight, you've deviated from an FAA Rule because of an in-flight emergency situation. What do the regulations say about that and what may you be required to do?

## Volunteer Highlight – Tom Kuhfeld:

*What's your flying background?* My first power flight was in 1964, so I've been flying for over 50 years recreationally. My glider training was in 1991 up at Benson's airport in White Bear Lake.

*How did you become a volunteer at Stanton?* That operation came down to Stanton the next year, so I became familiar with the operation and people here. Being around as a member of the Minnesota Soaring Club (14 years as Director of Equipment) got me closer to the operation, and I became a member of the Stanton Board in 2006. Another of the volunteers - John Lee - proposed the VOO program, and I signed up for that. Having moved from a private home to a condo situation freed up time for more involvement, so I started showing up to help out where I could.

*Why do you enjoy being a volunteer?* I enjoy the folks here and have many more friends as a result.

*Married? How many years?* I currently live in Roseville with my wife of 46 years, Margaret. (how long we've been married - not her age!).

## Stanton Volunteers travel to warmer weather:



(Left) Pat Watson: Here we are enjoying the view from the window (San Diego). I volunteer at the Air and Space Museum three days a week, and Bev does her workouts in the LaJolla. Weather is great. Life is good! Pat and Bev

(Right) Bob Cole and Jerry Rosendahl: Bob and Joy Cole traveled to Lake Havasu City and had lunch with Jerry and Jackie Rosendahl while there.



**Feedback from a Customer:** I want to thank the staff (maintenance) for the hours of intense work on our PA28/181 this past November. The mechanics, Troy and Toby did a super job finding the real issues that were not being found during preflights. They not only found a couple of real Safety of Flight issues but did an outstanding job on the routine maintenance. Thanks to all involved, John Q. Troy A. Toby H. and Kirsty M. for your team effort. Also want to thank Marilyn for her hospitality.

Dale Armstrong  
N9238K



**Winter Tips from the MX Department:**

Visibility during blowing snow can be difficult on its own, but be aware that when the tractor and blower are out on the runway and taxiway, they can be difficult or even impossible to see with snow swirling around. Give the airport a good look-over and be situationally aware of all the conditions that might affect your flight.

**From the CFIs:**

Have you ever missed an item on your checklist? Most pilots will admit that they have. Hopefully it didn't turn out to result in something serious. Reading every item on your checklist and confirming "completed" takes time, right? You know your airplane and your normal routine, so you don't really need to read every item on the checklist, right? We've all read the stories about flights that didn't end well because something was missed on a checklist. It's there for a reason – making sure your flight goes well from start to end.

Have a question for a CFI? Email [synairportmanager@gmail.com](mailto:synairportmanager@gmail.com).

## **Stanton Fleet - December 2017 Flying:**

C-150	C-172	PA-11	PA-12	CC-11
0.0	7.6	4.4	1.0	16.8

13 days flown. Total = 30.4 versus 10 year average of 22.2. 2017 = 888.22 versus 10 year average of 832.4.

## **Newsletter:**

We're still taking entries for a name for this newsletter. We have received several suggestions but would like to see more. Take a shot at it – there's a huge prize 😊 waiting for the person who comes up with the best name! Email [synairportmanager@gmail.com](mailto:synairportmanager@gmail.com) with your suggestion.

## **Answer to Regulation Question:**

§91.3 Responsibility and authority of the pilot in command.

(a) The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.

(b) In an in-flight emergency requiring immediate action, the pilot in command may deviate from any rule of this part to the extent required to meet that emergency.

(c) Each pilot in command who deviates from a rule under paragraph (b) of this section shall, upon the request of the Administrator, send a written report of that deviation to the Administrator.

## **Guest Writers:**

If you have an aviation story that you think would be interesting to our SYN friends, send it to [newsletter@stantonairfield.com](mailto:newsletter@stantonairfield.com). If you need help writing it, no problem, we'll be glad to help you. Just send us the concept and a little bit about the story. A picture is always nice to go along with the writing.

## **Changing Seasons at Stanton Airfield:**

How many of you noticed in last month's newsletter that the overhead picture of SYN at the top of page one was different than the previous editions? How many of you noticed that the

picture on this edition is different again? The series of 3 pictures show the changing seasons, going from green grass to light snow-cover to the current snow-cover with one runway plowed clear of snow. Here's a larger version of the Winter Wonderland of Stanton Airfield!



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