



Stanton Airfield News

Grass Roots Flyer!

May 2018



Airport Manager Report:

- Stanton Sport Aviation, Inc. held its annual stockholders meeting on Monday, April 30th. Reports from officers and committees were heard and elections were held for 3 board of director's positions. Congratulations, welcome and thanks to new board members Tim Bjork and Bill Gacki for your willingness to contribute to the success of Stanton. And thanks to current President Phil Schmalz who agreed to be re-elected and continue to serve Stanton.



(Left) Treasurer George Penokie giving the financial report. (Right) Left to right – Bill Gacki, Tim Bjork and Phil Schmalz.

- Thanks to the “Friends of Historic Carleton Airport”, new flooring has been installed in the front area of the building – now used as a large meeting room with office and display space. New window blinds have also been installed. Note that the original runway layout in the floor was maintained where it was.



- “A clean airplane is a happy airplane”. After the winter months of storage or non-use, now’s a great time to give it a thorough wash job as well as a thorough inspection. Cleaning allows a much better view of small imperfections or defects that may need to be dealt with. It’s also a good time to deal with grease, oil, fuel and air to ensure a safe flight.
- There’s an awareness campaign on “seeing motorcycles” on roadways that applies similarly to situational awareness in flying. In the airport environment it is critically important to “see” other aircraft in flight as well as “see” what’s on the runway and taxiway areas. Now that we’re back to growing grass, the tractor and roller or mower will be active. Warning lights will be on but are sometimes difficult to see depending on sky conditions. The tractor noise also makes it hard to hear the aviation radio in the cab. Don’t assume the tractor knows your position.
- You should have noticed the change in name of our newsletter at the top of page 1...we are now Grass Roots Flyer. Congratulations to Bill Willis for submitting the winning entry. Bill will receive an item from the Stanton Airfield “line of apparel”. By the way, now’s a great time to update your spring/summer clothing with items from our large inventory containing the Stanton Airfield logo.
- Stanton recently played a role in a mock-crash exercise done at Randolph High School before their Prom. One “victim” was airlifted by North Memorial’s medical helicopter. They touched down here to drop off the student so he could be brought back to school!



- Please feel free to contact me if you have any questions or comments about Stanton. John Quilling at synairportmanager@gmail.com.

Volunteer Highlight – Jim Wood:

When and why did you start volunteering at Stanton?

I basically started volunteering at Stanton because of boredom. I had retired and finished working on my daughters and grand-daughters houses, and being a tinkerer, I was looking for something to do. I kind of eased my way into helping out at Stanton, and ended up on a three days a week schedule. I started out in about 2003 and continued with 3 days a week until about 2016 when I decided it was time to slack off a little.

Any military or flying background? I had no military flying but joined the glider club in 1974 and flew gliders until 2016. Along the way I built and flew my own glider, a BJ1B Duster. Then I bought a half-interest in a Glasflugel Mosquito. In 2009 I found a really patient instructor and added a sport pilot rating.

Married? How long? My wife Dorothy and I will be married 60 years this summer.

Any comments about volunteering at Stanton? It was fun and I got to work with some pretty talented people. Stanton has always been a very special place for us. I would like to see it continue as a friendly place where someone can walk in, look around and get a tour of the place. It's one of the few places left with no fences.



From the CFIs (Brad Heck):

When we emerge from the dark, cold winter to take to the sky again, it's a great time to look back at our logbooks and assess where we are in our skills. A look at our personal minimums, basic ADM including PAVE / IMSAFE, and our goals for the fresh flying season. It's a time to go beyond the 3-bounce passenger currency into honing skills needed to deal with surprises in the air. Can we dead-stick in, if we need to, using reasonable flight configurations and runway? Are we situationally aware enough to avoid incursions both on the ground and in flight? If we need help do we know who to call and the resources available from them?

Honest reflection on past-year performance provides a great framework from which to start a new season's goals. We should all strive to be proficient and productive members of the aviation community and relish the associations it brings to our lives. Fly often to maintain that proficiency and we look forward to growing with you in 2018!

Regulation Question of the Month:

What are the minimum safe altitudes for aircraft in general, over congested areas, and over non-congested areas?

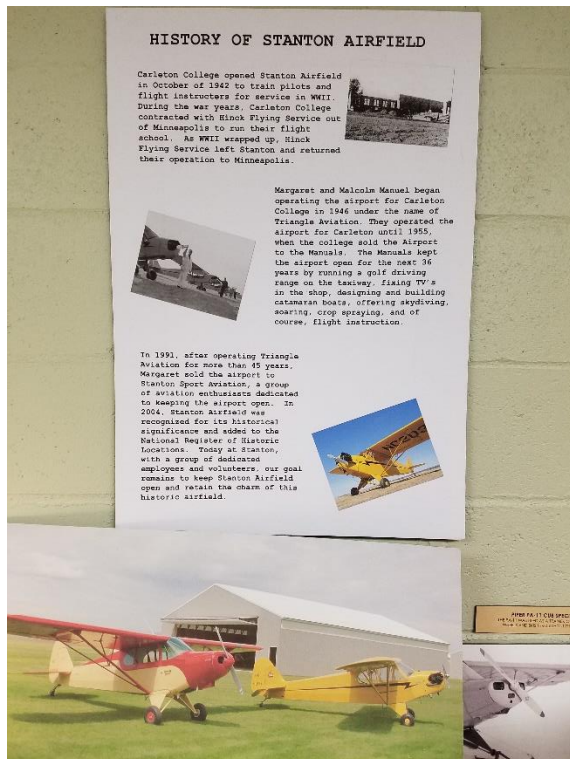
Upcoming Events:

Father's Day Fly-In - Stanton - June 17

EAA AirVenture - Oshkosh - July 23 – 29

Stanton Flight of Civil Air Patrol – Open House – May 22

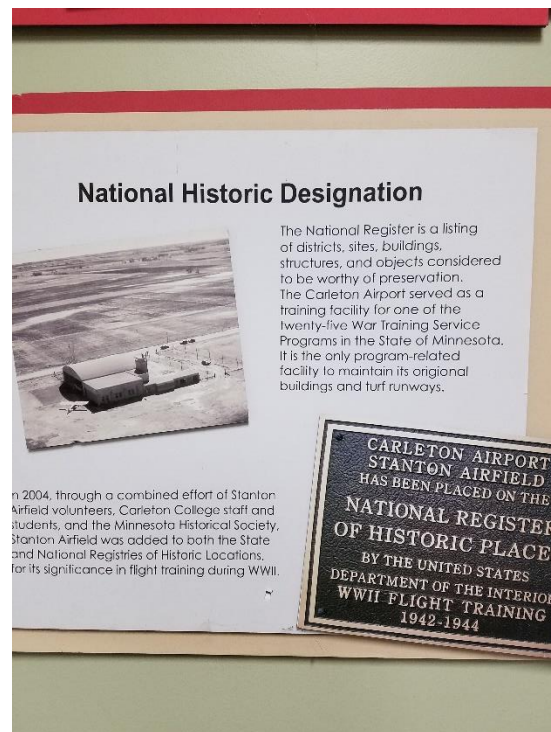
Check out the Stanton Airfield Museum:



Stanton Airfield has a very long and rich history, which is highlighted in the Museum section of the building. Historical photos and artifacts are displayed and explained so you can feel like you're back in 1942 with the youngsters learning to fly. Carleton Airport, as it was known then, served as a training facility for one of the twenty-five War Training Service Programs in Minnesota. It is the only program-related facility to maintain its original buildings and turf runways.

In 2004, through a combined effort of Stanton Airfield volunteers, Carleton College staff and students, and the Minnesota Historical Society, Stanton Airfield was added to both the State and National Registries of Historic Locations for its significance in flight training during World War II.

Check out the Museum and sign our guestbook please!



Answer to Regulation Question:

Sec. 91.119 — Minimum safe altitudes: General.


Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:

(a) *Anywhere*. An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.

(b) *Over congested areas*. Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.

(c) *Over other than congested areas*. An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.

Interested in becoming a Volunteer at Stanton?

If you've got some extra time on your hands  let us know! We have opportunities that could fill your available time. Taking care of Historic Stanton Airfield involves lots of volunteer hours. We'd love to talk to you about joining us! Call 507-645-4030 or email synairportmanager@gmail.com.

Stanton Contacts:

www.stantonairfield.com



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