



FLEMING FLYER

FFAA Meeting – Tuesday, August 5, 6:30pm Potluck Dinner, 7:00pm Business Meeting
Program: TBD

FFAA Elected Officers

President

Mike Bergeson
651-336-6914
msbergeso@hotmail.com

Vice-President

Ami Sela
612-860-3734
selaami@comcast.net

Secretary

Jim Hancock
jamesthancock@cs.com

Treasurer/Membership

Robyn Shear
robyn.shear@gmail.com
952-431-1765
Contact Robyn for FFAA membership
application or renewal

Appointed Positions

Activities

Greg Bauer

Newsletter Editor

Kirk Lindberg
dd@visi.com

Airport Manager

Glenn Burke
651-554-3350

2014 Calendar

1st Tuesday each month – FFAA
3rd Tuesday each month – EAA 1229
7/28-8/3 Oshkosh
?? Fall Pancake breakfast & Young
Eagles
9/6 Fall CAF Hangar Dance

President's Pen

by Mike Bergeson

The 747 Versus a Cub

I was in need of some inspiration for this article, so I went to my happy place again! Nothing like getting in the air to clear your mind! A half hour in the air makes you a new person! I didn't go anyplace special, I just flew south of Hastings and came back. The landing was really nice. About as close as I have come to a greaser in the Cub.

Every day when I come home from work I drive by the Minneapolis-St. Paul airport and there is always some heavy iron on final. It is interesting to watch. The final approach looks much different for a 747 versus a 172. (I don't get to watch a Cub approach very often as an observer.) It seems that the 747 final is flown with the nose above the horizon versus a 172 on final approach has the nose below the horizon.

The observation of the difference in the final approach got my curiosity up. It was time to go flying and see why a typical light plane approach was different than a big jet. I went up to a safe altitude and started practicing descents at various flap and power configurations. I looked out the window at the wing to make sure that I had a positive wing above the horizon angle to simulate the approach angle of the jet.

What a learning experience! I know when I learned to fly my instructor told me that throttle controlled altitude and elevator controlled speed, but it was never demonstrated as effectively to me as this exercise did. I also learned that as my Cub is descending, the indicated air speed could be dropped substantially below my normal final approach speed without stalling. Substantially means in excess of 20 MPH! As I slowed down my rate of decent increased, but was controlled with the application of more power.

I also found out that when you add full flaps to a Cub and pull the power back that no trim changes are needed. The Cub will slow down to a shade under 50 MPH. This makes for a steep decent with no power. To reduce the angle of decent a little power can be added. The end result is my final approach speed was decreased by a little more than 10 MPH and my landing distance and bounce height were reduced.

I would like to try this exercise in a C-172 or a Cherokee some day and see how the results compare with the Cub.

Fly safe and go explore the sky!



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FFAA Meeting Minutes --- July 1, 2014 Meeting

1. Meeting called to order by Secretary Jim Hancock. At 7:12 PM
2. Minutes for last meeting were approved as published in the Fleming Flyer.
3. Treasurer Report

Beginning Balance	\$2927.45
Dues Credit	60.00
Ending Balance	\$2987.45

Treasurer report Approved
4. Airport Managers report Glenn Burke
 - a. Construction project bids came in about \$2,000,000. 16% higher than estimated.
 - b. Grant applications submitted June 27th.
 - c. Assessment notices have been sent out.
 - d. Fuel system will not be assessable during construction. Phillips will loan us two fuel trucks during construction.
 - e. Hangar inspections all done on north side. One half done on south side.
 - f. Airport audit on city web site.
 - g. Rules and regulation manual (Operations Manual) will be revised this winter.
5. Old Business None
6. New business None
7. Meeting adjourned at 7:52 PM

Fleming Fly Market

FOR SALE - none

WANTED – none

Ads are FREE to Members! \$1.00 per item for non-members. Ads will run for one calendar year (January through December) and will then be removed. This is because most people who place ads never contact us to remove them even if the item has sold. You may place the same ad again if you wish. Email dd@visi.com to place an ad.

Airport Manager's Corner August 2014

Hangar Inspections:

At this time City Staff have inspected 91% of buildings on the field. We want to thank those who have completed their inspections before the July 31st deadline. Those who need an inspection, or received a notice from the Fire Inspector, can call the Airport Office (651-554-3350) to schedule an appointment. **Reminder: All inspections and re-inspections are to be completed by Thursday, July 31, 2014.**

Airport Operations Specialist

The City of South St. Paul posted the Airport Operations Specialist position to the public on July 8, 2014. City staff has received 24 applications by July 21, 2014. Applications are due by 4:30 p.m. on Friday, July 25, 2014. Interviews are scheduled to begin in beginning of August. The Airport Operations Specialist will replace the Airport Intern as a year-round position.

Pavement Reconstruction

The final grant application was submitted to Federal and State in late June. The City is now waiting for the grant to be awarded and we expect that will be in August or September. Once the grant is awarded the construction contract can be signed and permission to begin work will be given to the contractor, Max Steininger Inc. Construction. If the grants come late, construction may be deferred until next spring.

Fuel Trucks

Phase I of pavement reconstruction will focus the area around the fueling system. During reconstruction, the area will be closed for self-service. Phillips 66 is lending 2 fuel trucks to the airport to meet the demand for fuel. These trucks will only serve 100 LL and Jet A. 91 UL will be unavailable during reconstruction. Trucks will be operational during extended business hours. Airport staff will be trained to use the truck and dispense fuel. Pilots wanting to fuel their aircraft will need to speak to airport staff to gain access. We plan to have the trucks near the Terminal Building.

Airport Rules and Regulations

The Airport will be reviewing and updating the Airport Operations Manual and Rules and Regulations. The current manual was adopted in 1992. There will be six general areas in the new document will address:

1. General (animals, firearms, security, smoking...)
2. Fire & Environmental Safety
3. Aircraft Rules
4. Motor Vehicle
5. Fueling, Defueling and Storage
6. Commercial Operations

The rules will be developed over the fall and winter for adoption by the City Council next spring.

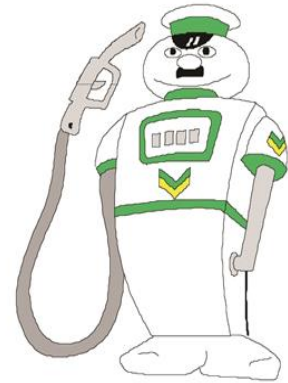
Airport Coyotes

Coyotes have been residing on or near the airport for over a decade. A family of coyotes has made their home to the west of the runway near Bohrer Pond with several new pups that are active during the day. Several sightings have been made of the animals. If you happen to come across a coyote, please notify airport staff and we will scare them away. Coyotes help control the rodent and goose population during the summer months, and resulted in lower goose sightings this spring and summer.

Next AAC Meeting

The next Airport Advisory Commission meeting is Tuesday September 9th at 6:00 pm in the Airport Terminal Building meeting room. This meeting is open to the public, and we welcome all.

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100LL	\$5.59
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Glen Burke - Airport Manager
(651) 554-3350
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