



FLEMING FLYER

FFAA Meeting – No March Meeting

FFAA Elected Officers

President

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

Vice-President

Greg Struve
651-690-5326
mgstruve@msn.com

Secretary

Jim Hancock

Treasurer/Membership

Robyn Shear
952-431-1765
Contact Robyn for FFAA membership application or renewal

Appointed Positions

Activities

Greg Bauer
Mike Carver

Newsletter Editor

Kirk Lindberg
dd@visi.com

Airport Manager

Glenn Burke
651-554-3350

2013 Calendar

3rd Tuesday each month – EAA 1229

3/28 – FFAA/EAA Mancinni dinner

4/2 – FFAA meeting

5/19 – EAA pancake breakfast

6/4 – FFAA meeting

8/6 – FFAA meeting

9/8 – EAA pancake breakfast

10/6 – FFAA meeting

12/3 – FFAA meeting

President's Pen

by Mike Bergeson

It was just before sunrise on a beautiful Friday morning early last August when Hunter and I pulled into Fleming Field. We pulled the Cub out and did a pre-flight inspection. We crawled into the Cub, started the engine and taxied out to one-six for a trouble free run-up. The O-320 was running like a dream. I taxied the Cub into take-off position and pushed the throttle forward. The Cub responded and the wheels left the runway just as the sun started to peak above the horizon. We were on our way to South Dakota to do a little fishing and visit my folks! What a fun weekend we had in store.



We arrived mid-morning at the farm where I grew up. That afternoon was spent giving all of my nieces and nephews rides. As evening came, I flew down to the airport at Hayes. Randy Yost, the airport owner is always welcoming and allowed me to put the Cub in one of his hangers.

Saturday was a gorgeous day filled with fishing, telling lies and enjoying the company of my family.

Sunday morning dawned bright and sunny at Hayes. I called flight service for a flight briefing and was told that there was a line of IFR weather in the Huron area, but it was expected to burn off in a couple of hours. It sounded like another good day of flying. My folks drove Hunter and I down to Hayes. Randy helped pull the Cub out.

I did a pre-flight and Hunter and I crawled into the Cub. I was just starting to reach for the starter button when Randy's wife ran out waving and hollering, "Pierre is IFR, Pierre is IFR."

So much for an early morning departure. As the day wore on, the weather continued to deteriorate. I think it was a situation like this that generated the expression, "If you are in a hurry, drive." (Editor: or "If you have time to spare, go by air.")

My mom volunteered to let us use her car to drive back to the cities. Around 1:00 PM, the thought of flying back was abandoned. It would not be a hardship to take my Mom's car. The week prior she had purchased a very low mileage 2008 Lincoln Town Car. It still had the dealer plate in the window and (continued next page...)

big neon green signs where the license plate mounts that said CAPITAL MOTORS. At least Hunter and I would have a comfortable ride back to Cottage Grove.

The weather continued to deteriorate during the drive. By the time we hit Watertown, the ceilings were very low with light rain. Thank you Mom for letting us use your car!

Hunter was enjoying the ride. A Lincoln has a lot of buttons and knobs that need twisted, pushed, and adjusted. There is nothing a 15 year old boy enjoys more than making sure that all systems are operational.

About 25 miles from Minneapolis, my mom calls to see how the drive is going. Mothers do that sort of thing to make sure their kids are safe. Then she added, "I forgot to put the insurance information in the glove compartment. Drive careful and don't get pulled over." I have never understood how mothers can do it, but I knew I was cursed.

Hunter and I made it safely to Fleming Field. We pulled my pickup out of the hanger and put my mom's car in. No sense in taking any chances and getting a scratch on her new pride and joy.

In the middle of the week I gave my friend, Ron, a call and asked if he wanted to go to South Dakota on Friday when I got off of work and fly back on Saturday in the Cub. Ron was up for an adventure and we decided to meet at Fleming Field at 4:00 PM on Friday.

We met at the airport, pulled my Mom's car out of the hanger and headed west. The miles quickly fell behind us and we were soon in Watertown. We stopped at Minerva's for some supper and continued west. So far, so good. My mother's curse had not struck. I was feeling lucky.

The residents of South Dakota enjoy higher speed limits than we do here in Minnesota. The State two lane highways all have a 65MPH speed limit. It is a long drive from Minneapolis to Hayes, so I pushed it a little. I set the cruise control at 71 as we floated down the highway. I got to admit, that Lincoln rides nice. It sure didn't seem like we were going 71 MPH.

About 10 miles east of Blunt, the South Dakota Highway Patrol thought my 71 was a little bit too fast. The patrolman quickly spun around and turned on his lights. My mother's curse had finally struck.

I pulled over, turned on the interior lights, un-buckled my seat belt and reached into my back pocket for my wallet so I could retrieve my driver's license. The officer walked up to the car and I handed him my license. I could see things were not adding up in the officer head. Minnesota driver's license, a car that was clearly not from Minnesota, and it was about 11:40 PM. The conversation went something like this:

"Have you been drinking Mr. Bergeson?"

"No sir, Officer"

"May I see the bill of sale for this car?"

"I don't have it, Sir. This is my mom's car."

"May I see the insurance information?"

"Sir, my mother forgot to put the insurance information in the car. Do you want me to call my mother so you can talk to her?"

"No, I do not want to talk to your mother. Why are you traveling at this time of night?"

There was a look of bewilderment on the officer's face. The story wasn't going to get any better anytime soon. I knew my next answer would not be good.

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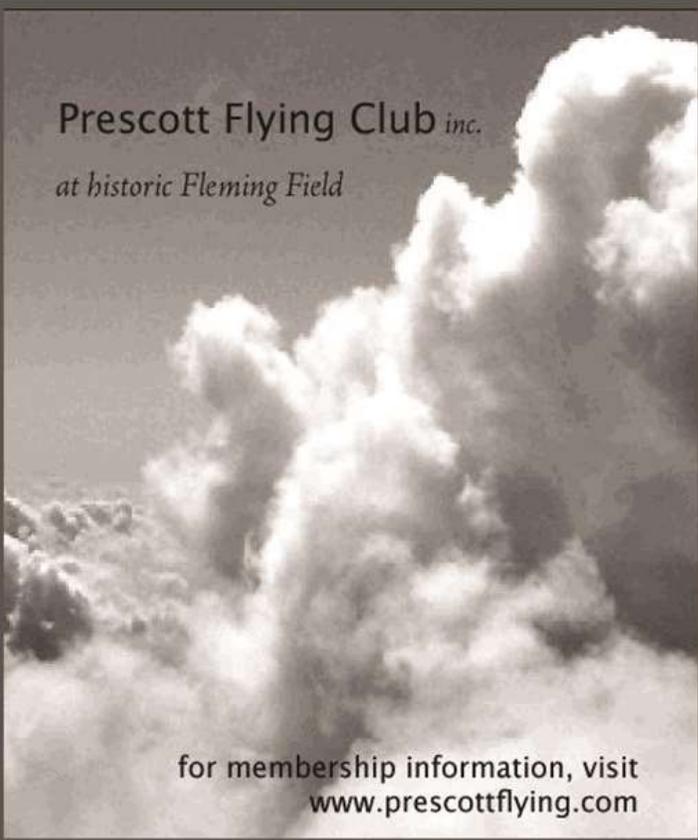



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FFAA MEETING MINUTES FOR 2-5-2013

1. Meeting called to order by President Mike Bergeson at 7:00 PM
2. Minutes of the previous meeting were approved as published in the Fleming Flyer.
3. Treasurer report Robyn Shear.

Beginning Balance	\$3388.08
Interest	\$0.03
Debits TV and Booya	\$533.18
Ending Balance	\$2854.93

4. Activities Report - Greg Bauer
 - A. Breakfast on Sunday went well
 - B. March 28th Mancini's dinner starts at 6:00PM
5. Airport Managers Report - Glenn Burke
 - A. Ray Herd's term on the Airport advisory Board is done. Looking for a replacement for Ray from the FFAA. See Glenn to apply.
 - B. Environmental analysis is 60% complete. McMorrow field has some parking spaces that must go, also the community garden and 2 houses.
 - C. Master Plan first few chapters to Glenn for review..
 - D. State Aviation System Plan in the draft stage.
 - E. Airport Budget is complete.
6. Airport Advisory Board Report - Mike Schoen
 - A. City repayment to airport
 - B. Discussed Marketing
 - C. Capital Improvement
 - D. Fuel Truck
 - E. Master Plan
 - F. Next meeting is March 12th.
7. Old Business - None
8. New Business - None
9. Adjourned at 7:53 PM

Fleming Fly Market

FOR SALE

2001 Dodge extended cab, 4x4, 81,000 miles, loaded, plus snowplow and hyd. liftgate. Original rear bumper and tailgate incl. \$8,500. Greg at 612-709-9646.

Hangars at Fleming Field for rent or sale. Greg at 612-709-9646.

FREE to good home: 1950's vintage Spartan cabinet radio and phonograph. Works OK. Belonged to my grandparents but nobody in our family wants it. Glass top. Would look nice if refinished. Youtube video link ->
<http://www.youtube.com/watch?v=GyxkT4DZ0Gg>
Call Kirk at 651-247-9096.

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.

Tech Notes: Kirk Lindberg

The FAA's ADS-B 2020 mandate - what do you need to do? Technically, if you fly in airspace that requires a transponder today, you are required to install a certified (so no inexpensive portable devices) ADS-B "out" transmitter in your aircraft by 2020. Why do you need both a transponder and ADS-B transmitter? Because the FAA plans to keep a certain number of radar sites in operation into the foreseeable future in case there is a GPS outage. What is the benefit to you for your investment? Not much, except that in theory, ATC will be able to reduce traffic separation due to the faster position updates provided by ADS-B compared to radar, which may allow more direct routing for you.

I think the real benefit to pilots like you and me are the ADS-B "in" services. Specifically FIS-B (Flight Information Services Broadcast, ie. free in-flight weather) and TIS-B (Traffic Information Services Broadcast, ie. live in-flight traffic). These broadcast services can be received today using relatively inexpensive equipment, such as an iPad plus a portable ADS-B receiver and an iPad app that supports the receiver. As usual there are limitations to these services. Unlike satellite based services that provide full U.S. coverage whether on the ground or in the air, ADS-B is based on ground stations. That means you may need altitude to receive the services, and the coverage is only about 70% complete today. In addition, without the "out" transmitter you are getting an incomplete picture of the traffic.

I don't mind being an early adopter of technology, which often means living with the idiosyncrasies of fledgling technologies. I've also wanted a live traffic display ever since I had a close call in the Fleming traffic pattern a few years ago. So I decided to purchase and install the just released Garmin GDL88 ADS-B transceiver in my Bonanza. This will meet the 2020 mandate, and in theory, be able to receive and display FIS-B and TIS-B on my Garmin 430W, and with some modest additional investment, on my iPad as well. I considered getting a new Mode S transponder with the Extended Squitter (this is a cost effective option to consider for those who already have a Mode S transponder that can be upgraded to ES) option instead of the ADS-B transceiver, which also will meet the "out" mandate, but that would only provide traffic when in the vicinity of a TRACON (terminal) radar site, as opposed to ADS-B which will also provide ATC traffic from enroute radar as well as air-to-air traffic when outside of ADS-B or radar coverage. I just got the box last week, so I'll let you know how it works out...



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Wildlife Survey

General aviation airports across the nation will soon be facing some new requirements regarding wildlife management on their property. Within the next three years these airports, including Fleming Field, will be required to conduct a Wildlife Survey which will be reviewed and approved by the USDA. This survey will examine the wildlife condition at our airport and set forth control measures that will ensure safe operation in and around the airfield. It is highly likely that these new procedures will be part of a much stricter control policy than aviation facilities have been used to in the past. With this provision in its infancy, it is unknown what the full expenses will be for conducting this survey at Fleming Field, or what requirements airport staff will need to follow regarding wildlife in the future.

Snow Removal

In an effort to help our tenants and customers better understand our snow removal philosophy we wanted to explore how a typical snow storm affects operations here at Fleming Field. Throughout the winter, airport staff constantly monitors numerous weather data collection sites, groups, and agencies. Staff prepares to be on call in the event of snowfall, and will formulate a removal plan before each snow event.

On snow days, staff arrives at the airport between 3:00 and 4:00 AM to plow the parking lots and access roads that serve businesses and the public before the first users arrive around 5:00 AM. Next, staff salts these parking lots and work begins on the runway, parallel taxiways, along the ramp in front of hangars and terminal building, and on the taxiway leading to the threshold of Runway 16. After these areas are cleared we move out to the hangar alleys on the north, west, and south of the airport. The reasoning for this methodology is an attempt to clear areas that will see the greatest amount of use first to ensure maximum safety, and span out from there. Also, it becomes very difficult/impossible plow parking areas when cars occupy them.

After snow is removed from pavement areas it needs to be pushed out into open areas around the airfield that are away from the runway, taxiways, and the ramp. This ensures that snow isn't high enough to contact aircraft wings, future snow is able to be moved quickly and easily, and that melting doesn't cause flooding and eventual freezing across pavement surfaces. Airport staff work 8-14 hours per individual per day during a snow event, and will often work for many days after a snow storm (averaging over 45 hours of total labor for a typical 2 inch snow fall) in order to be ready for whatever weather may come. At times, City of South St. Paul Service Center staff will be called in to assist as well. If significant snow falls each week then the same steps need to be followed each time if we wish to keep the airport accessible to everyone. We hope that this sheds some light on what our snow removal process entails.

Airport Master Plan & Environmental Analysis

Recently, airport staff sent out surveys to over 1500 pilots across the seven county Metro area including those based here at Fleming Field in South St. Paul. Since then, over 100 of these surveys have been completed and returned to the airport. We would like to thank all those individuals who took the time to fill out and return their survey. This data has been sent to Bolton & Menk who are working closely with airport staff on putting together the airport's Master Plan. A presentation will concerning the information compiled from these surveys will be made at the next Airport Advisory Commission (AAC) on March 12, 2013. All AAC meetings are open to the public.

Weekend Position Open

Katie Erickson has taken a full-time position with the Metropolitan Airports Commission. We here at the airport wish to congratulate her and wish her luck as she moves into this new career opportunity! This has left a staff vacancy on weekends that we are looking to fill as soon as possible. Duties of this weekend position include but are not limited to: airport inspections, snow removal, cleaning of airport terminal building and bathrooms, and office work as determined by the Airport Manager. If you know anyone who is interested in this opportunity, is at least 18 years old, and possesses a valid Minnesota driver's license; please have them contact **Shelly Anderson** at **651-554-3203**.