



FLEMING FLYER

FFAA Meeting – Tuesday, November 5, 6:00pm - Potluck Dinner and Business 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

1st Tuesday each month - FFAA

3rd Tuesday each month – EAA 1229



President's Pen

by Mike Bergeson

Congratulations and Good Luck

If I remember right, the date was Sunday, November 7, 1976. I had gotten up early and headed to the airport to meet my flight instructor. When I got to the airport, Tom told me to pull N40858 out of the hanger. N40858 was a red and white 1974 Piper Warrior (editor: see picture in sidebar). I did a preflight and then Tom and I crawled in, started the engine and taxied to 31 for take-off.



We left the pattern and went out and practiced stalls and slow flight. After a half hour or so Tom had me head back to the airport and we did a couple of touch and go landings. After the last landing we taxied back to the FBO. As I shut down the engine, Tom asked to see my student pilot license, I handed it over to him and he pulled out his pen and wrote something on the back. He handed it back to me and opened the door and crawled out. Tom stuck his head back in the cabin and told me to go make 3 full stop landings and then shut the door.

My heart started to race. I was about to solo. I taxied to 31, did the engine run-up and made a radio call, "Pierre radio, Warrior 40858 taking off on 31 for first solo. Will be touch and go." Pierre radio responded, "Warrior 40858, inbound traffic is Western 737". Holy crap, I am on my first solo and I will have to share the pattern with a big jet! Suddenly, over the radio I hear, "Warrior 40858, inbound Western 737 will circle until you have completed your solo. Congratulations and good luck."

My heart was still racing as I applied power and started the takeoff roll. I was surprised at how fast the Warrior accelerated and left the ground without Tom sitting beside me. My first thought was, "Wow, I am flying by myself, and the airplane is flying better!"

The rest of the flight is a blur in my memory. I am sure that I have never had a bigger smile on my face. It is a day I will never forget. I have often wondered if the passengers on that Western flight ever found out what caused their delay on that beautiful Sunday morning.

PARTS

by Wipaire

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M – F 8:00 – 5:30m Sat. 9:00 – 1:00

651-690-0615

FFAA Meeting Minutes --- October 1, 2013 Meeting

1. Meeting called to order by President Mike Bergeson at 19:03
2. Minutes for previous meeting approved as published in the Fleming Flyer.
3. Treasurer report Robyn Shear

Opening Balance	\$3294.62
Credit	84.00
Interest	.02
Ending Balance	\$3378.64

Treasurer report Approved
4. Activities report Greg Bauer
 - A. Granite Falls fly out 10-2-2013
5. Old Business - None
6. New Business - None
7. Airport Managers report Glenn Burke
 - A. Airport Special Revenue Fund. Glenn passed out a report of a summary of revenues and expenditures from 2011 to 2013 expected for 2014. If you would like a copy, see Glenn
 - B. Community Garden going away next year. Relocated to a new location by the river. Also some McMorro field parking lot modification.
 - C. Completed projects
 1. Hangar 6.7.8 roofs done
 2. Henry Ave re-paving
 3. Cracking sealing on runway
8. Meeting adjourned at 19:40

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5KW 120/240v Coleman Powermate generator. Only used a few times for backup power. \$300. Kirk @ 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.

Airport Manager's Corner November 2013

2014 Projects

2013's projects are finished and the final paperwork and payments are being prepared and that brings us to the 2014 project. Next year's project is a very large and costly undertaking, reconstruction of the WWII era aircraft ramp, North Diagonal taxiway and two taxi lanes in the north hangar area, Cessna and Decathlon.

Soil borings have been ordered and surveyors will be on site in early November. With survey and soil borings we will get a better idea of what the current conditions are and get a refined cost estimate. Design work will take up most of December, January and February. We hope to have the project bid documents available in early March to receive bids around April 1.

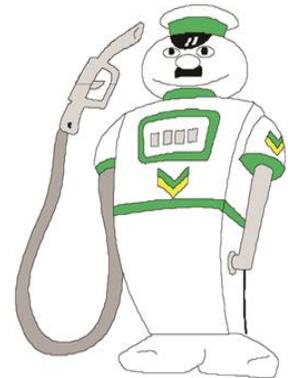
Preliminary estimates for this project are \$2.4 million, with a FAA grant of \$1.9 million and a State grant of \$138,000. The airport's share is \$352,000. This project will, for the first time, have some of the cost passed on to adjacent hangar owners, similar to street assessments that many cities currently use when a road is rebuilt. Leases negotiated for Hangars 2, 3, 5, 6-8 call for payments when the ramp is reconstructed. Hangar land leases have a clause that requires a payment for improvements, after grants are applied. This will be an interesting process that will set precedence for future projects.

Master Plan Update

The Master Plan is moving towards the homestretch. The Master Plan Advisory Group (MPAG) will meet in November or early December to approve the final concept of the Master Plan. The MPAG this summer looked at many development scenarios and choose one that in the short term leaves the airport in current configuration. In the 5-10 year plan they

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Glen Burke - Airport Manager
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would like to see improvement to the approaches to both ends of the runway, and in the longer term, ten to twenty years, extended the runway to its greatest length without impacting any additional homes or roads, which would be as little as 120 feet or as great as 300 feet. Comments from Air Traffic Control, the FAA airports district office have been favorable.

The Master Plan will have a chapter on Fleming Field finances. I have been supplying copious amounts of information to Summer Marr, the author of this chapter. Ms. Marr recently made a presentation to the Airport Advisory Commission and then the City Council on her preliminary findings. What she found is that the airport is:

- Following best management practices
- Successfully maintaining a consistent revenue stream
- Rates & Charges are competitive
- Current revenue will not be sufficient for capital requirements

Areas for improvement include:

- Develop and Adopt Minimum Standards for Commercial Operators
- Continue to Review and Update Leases and Rules & Regulations
- Evaluate additional revenue streams

The Airport Advisory Commission did evaluate the suggestions made by Ms. Marr for additional revenue and has recommended that some be eliminated from consideration and others need further refinement. The Commission's recommendation was favorably accepted by the City Council.

Environmental Analysis Update

The City has decided to delay the final draft of the Environmental Analysis (EA) until after the park referendum in February. The EA requires a mitigation plan for the removal of 32 parking spaces from the park that are in the central portion of Runway Protection Zone (RPZ). If the referendum passes the park will be redeveloped and new parking spaces will be built away from the runway, sufficient for the FAA. If the referendum fails a mitigation plan will be developed to lessen the loss of parking space.

The FAA also contacted the City to gauge our interest in moving forward with the obstruction removal program that will come out of the EA. The FAA has placed a high priority on the removal and mitigation of obstructions in the runway approaches and safety zones. City staff is in favor of moving the grant forward, but we will have to get City Council approval. This project also has a steep price tag, now estimated at \$1.3 million, 90% would be paid by the FAA. Two houses in the RPZ need to be removed and easements across front yards of two additional houses have to be purchased to prevent any future building additions and to remove all trees. Several buildings around the neighborhood will need obstruction lights and four hangars on the airport, and dozens of trees will have to be removed or trimmed.

91UL Auto Fuel

Did you know that the 91UL non-oxygenated fuel sold at the airport is legal for use in your car or truck as well as your plane? 91UL is sold to the City with all the road taxes so you can use it in your car, snowmobile, boat and plane.