

# MIDWEST FLYER

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The State of Minnesota provides this Technical Bulletin in the interest of Aviation Safety and to Promote Aeronautical Progress in the State and Nation.

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## Minimum Standards Are Important!

by Cassandra Isackson

Director, Minnesota DOT Office of Aeronautics

In my previous column, I addressed “Grant Assurances,” what they are, what they do, and why we need them. This time I want to address “Minimum Standards.” While the Federal Aviation Administration (FAA) does not require minimum standards, they are directly tied to grant assurances.



Cassandra Isackson

Minimum standards must be met by all commercial service operators on an airport. This helps to ensure that FAA rules and regulations are met, while also ensuring safe operations, and providing opportunities for newcomers. Minimum standards also direct airport businesses training and learning, and procedures to operate at that airport while preventing favoritism and discrimination.

Every commercial service provider must be licensed and insured, and should appear on the official list posted on MnDOT’s Office of Aeronautics website. Minimum standards help create a level playing field for all commercial operators. This in turn creates a healthy business environment. I recommend that all airports should periodically review their minimum standards to see if any changes in airport operations have taken place that could have an impact on business on the airport. Airports should use caution when changing minimum standards as the FAA

frowns upon changing minimum standards too often.

Keep in mind that minimum standards are tied directly to grant assurances. So, if your airport sponsors, owners, or planning agencies, etc., accept FAA financial assistance, certain assurances and obligations must be agreed upon. That requires your airport to operate in a safe and efficient manner according to the conditions specified in the assurances, some of which pertain to tenants and businesses operating on the airport.

If your airport does not have well thought out minimum standards, businesses on the airport could possibly operate in an exclusive manner. Worse yet, businesses could operate in an unsafe or illegal manner. That would not be good for the businesses or the airport, and would expose the airport manager to potentially significant problems.

If your airport does not have minimum standards, or its current standards need updating, go to our web page at: <http://www.dot.state.mn.us/aero/operations/airportminimumstandards.html> We have created a boilerplate minimum standards template. We put together this boilerplate document to help make it easier for an airport to get started. Each airport should review and modify the language to fit their specific needs.

Bear in mind also that minimum standards should go through a public process to be adopted. Part of that process should also include a review by the airport’s legal counsel to help ensure the language is appropriate and enforceable in the community. □

## Why do you fly?

What if someone walked up to you today as you completed your preflight inspection and asked, “Why do you fly?” What would your response be? You feel there is time pressure to answer. You were just about to climb into the cockpit to do your setup and preflight cockpit checks. The temperature is 72 degrees Fahrenheit, and conditions are Clear Air Visibility Unlimited (CAVU). You really want to get going, but you feel compelled to answer. You don’t want to look or sound silly and just say, “because it is fun.” But what will you say that will be honest and true?

Your thoughtful pause prompts the asking person to ask further, “why are you doing this?” Thomas White, CEO, The C-Suite Network, says, “Why” is the question that really exposes purpose (*the reason something exists or is done*). How many times do you set out to do something, and if you aren’t stopped and asked, “Why are you doing this?” you don’t really know the answer. We are reactive by nature and often don’t consider the question of “why” before taking an action.

Author Bruce E. Pease said, “The human mind is ‘wired’ to ask ‘Why?’ It is essential to understanding cause and effect. The ape might understand that fire burns without understanding why it burns. But ‘Why?’ is the question that

allows the human to harness and create fire.” It can also be the question that helps that human grow, prosper and excel in life. But there is more to the ‘why’ than a simple, ‘because,’ or ‘because I can.’

Now with that in mind, think for a moment of what first peaked your interest in flying and why it did so? Was it the unique sound of an airplane overhead that seemed exciting to you as a child? Was it the perceived excitement and thrill of flight that caught your attention? Was it a special aviator who was a hero to you and has fueled your passion for aviation? Or was it a true calling?

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## Return of the Frosty Days

**F**all, winter and spring are all beautiful seasons in their own unique way. Many people look forward to one or more of them each year. Fall, for instance, has its beautiful colors as trees shed their leaves in a cascade of beauty. Winter has a stark beauty that along with temperatures that are often below the freezing point, can be fun to be outside and enjoy. Spring, of course, brings about a pale green hue in the trees and grasses as life renews after a long winters’ sleep. So what do they all have in common? Quite simply, frost and ice.

Frost and ice are often a massive inconvenience to aviators in general, but it is a common part of winter flying. Airliners and business aircraft often have their frosted or snow laden aircraft sprayed with deicing fluids like propylene, or ethylene, or diethylene glycol. But that may not be an option for many General Aviation (GA) pilots. That is because though effective, it can be a very costly option if it is available at smaller GA airports. So, what should GA pilots do to assure their aircraft is snow and frost free before flight?

In an article by author Sarina Houston, titled, “How to de-ice a small aircraft,” published by The Balance Careers, she states, “Aircraft structural icing is very hazardous. Even a small layer of frost can cause a significant change in the shape of the airfoil and a corresponding change in performance characteristics. De-icing your aircraft is often a necessary part of cold weather flying, and you should know how to do it right.”

To the casual (non-aviator) observer, flight and flying is a strange and seemingly dangerous thing. But to those who have had flying etch itself into their very being, flying is life and what makes living simply wonderful. So, take some time this winter and recall the joy you felt when you discovered aviation. Then plan to share that joy with young people in your neighborhood. Invite them to your local airport to see, touch and feel the excitement that exists there. Plant the seeds for a new generation of aviators by sharing with them why you fly! □

First of all, remove all snow from the entire aircraft. Check for any remaining clear ice, milky ice, or frost left on all control surfaces, elevators and wings. Don’t just ‘eyeball it.’ Physically feel with an ungloved hand for any remaining frost or ice clinging on those surfaces. If left in place, that remaining ice or frost will seriously degrade your takeoff roll by making it longer. It will also raise your stall speed, and significantly reduce your climb rate, if you get off the ground.

You may wish to buy several gallons of deicing fluid that you can apply to the aircraft. Consult your aircraft manual before using it so you can be sure you purchase the correct fluid and apply it according to the manufacturer’s suggested handling and use. Never spray or place deicing fluid on windshields, inside engine intakes, or in the pitot tube.

Another option is to place your aircraft in a heated, dry, hangar. While there are likely costs related to putting your aircraft in a heated hangar even if it is only there for a few hours, it can help assure frost is fully removed from all surfaces. Make sure to dry the aircraft before taking it outside into the freezing weather. If you don’t, water that may have accumulated in channels on cables or actuators, etc., will refreeze if the aircraft sits outside for a period of time or will refreeze once in flight.

Whatever you choose to do to remove ice and frost, make sure you remove it all so you can start your trip with a clean aircraft that will perform as you expect it to. Safety first, and always. □

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## Plan To Be An ACE

**S**tudents in the 10th through 12th grades have an opportunity to experience more aviation than they probably thought exists. They can do that by attending one of the 2019 Aviation Careers Education (ACE) Camps. At ACE Camp in June or July, students spend one week of their summer fully immersed in exploring the many exciting facets of aviation and dozens of well-paying careers found in the aviation industry!

Camps are held in June and July accommodating 30

or more students per camp. There, students receive hands-on experience flying a fixed-wing airplane, a helicopter, and a glider under the supervision of a Federal Aviation Administration (FAA) certificated flight instructor. ACE Camp students get behind-the-scenes tours tailored specifically for ACE, at the Delta Airlines Maintenance Facility, Minneapolis-St. Paul International Airport (KMSP), Metropolitan Airports Commission Field Maintenance Operations, MSP Air Traffic Control Tower, and much more.

In addition, ACE Camp students have opportunities to

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## CALENDAR

Include the **DATE, TIMES, LOCATION (CITY, STATE & AIRPORT NAME & I.D.)**, and **CONTACT PERSON'S TELEPHONE NUMBER**, as well as that person's address & email address for reference. First 15 words **FREE**. \$.75 for each additional word.

Go to "Calendar" at [www.MidwestFlyer.com](http://www.MidwestFlyer.com) and post your aviation event.

You can also email: [info@midwestflyer.com](mailto:info@midwestflyer.com) – Or – Mail To: Midwest Flyer Magazine, 6031 Lawry Court, Oregon, WI 53575

**NOTAM:** Pilots, be sure to call events in advance to confirm dates and for traffic advisories and NOTAMs.

Also, use only current aeronautical charts, etc., for navigation and not calendar listing information.

**MIDWEST FLYER MAGAZINE** IS NOT RESPONSIBLE FOR THE ACCURACY OF, OR RELIANCE ON, ANY INFORMATION PUBLISHED.

\* INDICATES ANY NEW OR UPDATED CALENDAR LISTINGS SINCE THE PREVIOUS ISSUE.

### FEBRUARY 2019

- 24\*** WARROAD, MINN. - Lions 41st Annual Ski Plane Fly-In Breakfast. Warroad Airport (RRT) 8am-Noon. Ski Planes land on the Warroad River, Wheel Planes at the Warroad Airport (KRRT). Shuttle service available. For more information, please contact Dave Paulson 218-386-1818, 218-386-2098 or email [dpaulson@ssbwarroad.com](mailto:dpaulson@ssbwarroad.com)

### APRIL 2019

- 10\*** ST. PAUL, MINN. - Minnesota Aviation Day At The Capitol. *For Information Email - Tim Cossalter [timcossalter@outlook.com](mailto:timcossalter@outlook.com) or Call 651-269-1221.*
- 24-26** WILLMAR, MINN. - Minnesota Airport Conference at Willmar Conference Center. *For more information, please visit the conference web page or contact Katherine Stanley at [sell0146@umn.edu](mailto:sell0146@umn.edu) or 612-626-1023. The conference is brought to you by the Minnesota Council of Airports and the Minnesota Department of Transportation and facilitated by the Airport Technical Assistance Program (AirTAP).*
- 27\*** MINNEAPOLIS MINN. - Minnesota Aviation Hall of Fame at DoubleTree by Hilton Hotel Bloomington - Minneapolis South. Event starts at 4:45pm. [www.mnaviationhalloffame.org/](http://www.mnaviationhalloffame.org/)

### MAY 2019

- 5-7** GREEN BAY, Wis. - 64th Annual Wisconsin Aviation Conference. <http://wiama.org/>

### JULY 2019

- 22-28** OSHKOSH, Wis. - EAA AirVenture Oshkosh 2019.

### AUGUST 2019

- 8-11\*** MINNISKA LODGE, ONTARIO CANADA - Canada Fishing Fly-Out 3-Night/2-Day Trip. **FOR RESERVATIONS: Contact Lynette Mish at Wilderness North toll free: 1-888-465-3474.**
- 8-13\*** MINNISKA LODGE, ONTARIO CANADA - Canada Fishing Fly-Out 5-Night/4-Day Trip. **FOR RESERVATIONS: Contact Lynette Mish at Wilderness North toll free: 1-888-465-3474.**
- 11-14\*** MINNISKA LODGE, ONTARIO CANADA - Canada Fishing Fly-Out 3-Night/2-Day Trip. **FOR RESERVATIONS: Contact Lynette Mish at Wilderness North toll free: 1-888-465-3474.**

### SEPTEMBER 2019

- 21-22\*** ANGOLA, INDIANA - 17th Annual Indiana Seaplane Pilots Association Splash-In at Pokagon State Park.
- 28\*** DENVER, COLO. - National Aviation Hall of Fame Enshrinement. [www.nationalaviation.org](http://www.nationalaviation.org)

**FOR MORE LISTINGS, INFORMATION & UPDATES  
GO TO [WWW.MIDWESTFLYER.COM](http://WWW.MIDWESTFLYER.COM) (CALENDAR OF EVENTS)**

**PLEASE SEND US YOUR LISTINGS AT LEAST  
90 DAYS PRIOR TO THE EVENT.**

### PLAN TO BE AN ACE FROM PAGE 53

talk with many aviation industry people who are currently working in the career fields that ACE camp students will be exploring. They learn about careers including pilots, maintenance technicians, air traffic controllers, flight instructors, aviation meteorologists, aerospace scientists, aerospace engineers, and many more.

To participate in ACE Camp, students must be entering grades 10, 11 or 12 in the 2018-2019 school year. Minnesota students, and students who have at least one parent or guardian living or working in Minnesota, have priority in registering. Students from outside of Minnesota will be considered on a space-available basis. Financial assistance is available, based on individual need.

Now is the perfect time to begin planning to be an ACE at the 2019 ACE Camp.

For an application, cost and camp date information, go to [www.mnacecamp.org](http://www.mnacecamp.org). Sign up today as both camps fill quickly. Your investment in attending ACE Camp will positively change your life!

### SAVE THE DATE & PARTICIPATE

8th Annual MINNESOTA Aviation Day At The Capitol

Wednesday,  
April 10, 2019

Minnesota State Capitol  
St. Paul, Minnesota



#### An Opportunity For All Stakeholders

— Pilots, FBOs, Airport Managers,  
Commissioners & Elected Officials —

To Meet With State Senators & Representatives  
To Show The Importance of Minnesota Aviation  
& Support Their Local Airports

Talking Points Provided!

For Additional Information

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651-269-1221