



FLEMING FLYER

FFAA Meeting – Tuesday, April 2, 6:30pm Potluck Dinner, 7:00pm Business Meeting
Program: Randy Phillips, Stinson Reliant Restoration

FFAA Elected Officers

President

Jay Ericson
651-485-5545
JSE7407@msn.com

Vice-President

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

Secretary

Amy Gesch
amylgesch@gmail.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

Amy Gesch
amylgesch@gmail.com

Airport Manager

TBD
651-554-3350

2018 Calendar

April 27-28: Great Minnesota Aviation
Gathering - Blaine, MN
1st Tuesday each month – FFAA
3rd Tuesday each month – EAA 1229

President's Pen

by Jay Ericson

The Academy

I left MN Christmas Day for OKC.

Early December I had received a telegram from the FAA directing me to report to the Mike Monroney Aeronautical Center Academy in Oklahoma City on December 27, 1985. This was to be my date of entry into federal employment.

Arriving at the Academy 12/27/1985 8:00 AM the entire input of 650 controller candidates assembled in the auditorium. For a welcome briefing which I would say was like the welcome new recruits get at boot camp (if they were allowed to sit down). Advised that there is no late for class, this a job. Buy the loudest alarm you can find and get another for backup. Sick days are not allowed without a form from the academy clinic, three missed days and you go home, no job.

All the candidates there entered service at GS 7 step 1 pay (\$17,824 annually), plus a per diem for living expenses while at the academy.

The academy training would last approximately three months. Consisting of a month of classroom, a month of lab work running simulated air traffic problems, and then a month of testing.

Classroom work was composed of learning the non-radar separation standards, aircraft recognition, general order of coordination protocol, and phraseology (learn to talk like a controller).

In the lab we ran simulated air traffic problems applying the rules we learned. A controller sat on one side of the room with the instructor watching, and a student sat on the other side of the room playing the roles of pilots, FSS, and other controllers that needed to be coordinated with.



President's Pen, Contd.

Testing was both graded simulated problems in the lab, and written tests in the classroom.

The instructors would print out practice problems for us to take home and run in the evenings. We used a-frame strip boards and sat opposite each other running the problems. These wood strip boards were handed down from one class to the next and were covered in gallows humor, phrases like "you burn we learn," or a forecast for aluminum showers near the TUL vortac, and pictures of airplanes falling from the sky. There had been an input of candidates every three months since August of 1981 when the controller strike ended with the firing of most of them and requiring the hiring of replacements so the boards were well worn.

Final which had a heavy weight on the final score. The resulting score determined our fate, 70 or above you passed and were retained. A score below 70 you went home with no job. All of us had arrived at the academy with 100 points, every error deducted a certain point value from that original total. Ex: handwriting error on flight progress strip 1/2 pt., clipping aircraft call sign (not saying November) 1 pt., running two airplanes together 15 pts.

Once the scores were determined the candidates split, 70 and over to classrooms for the placement phase, below 70 to the auditorium to process out and go home with no job. 62% of the original input of 650 candidates went to the auditorium.

Placement was by score, high scores went to center positions, lower scores to radar approach controls and then to tower positions.

Our placement classroom was made up of input from the Great Lakes region for which there were 11 positions for ZMP (Minneapolis center), and 8 for ZID (Indianapolis center). The remainder would go to approach controls and towers around the region. Originally I was number twelve on the list for ZMP but one of our student was input valedictorian and allowed to choose his facility, he chose St. Paul tower leaving one position open for ZMP. This twist of fate allowed me to end up at ZMP.

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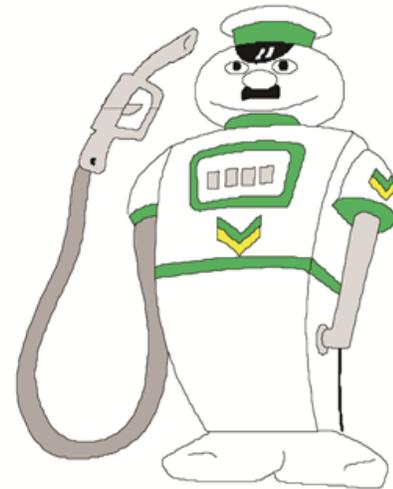
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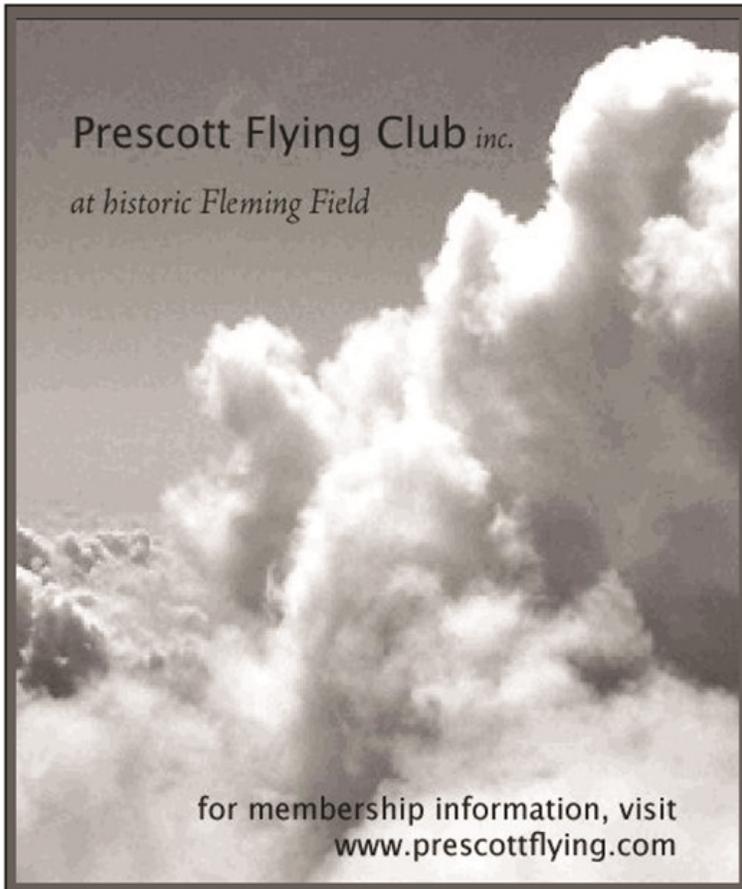
VISA, MASTERCARD, DISCOVER, PHILLIPS

Carpet and furniture: Airport Staff is in the final steps to get the carpet in all offices replaced. This will involve Edge Transportation, Heck Inc, the manager's office, flight planning room, and the upstairs viewing area. We will also be getting new furniture for the manager's office. During the installation, there will be service interruptions so please bear with us.

Lighting: We have finished converting all terminal lights and fixtures from florescent to LED. We have four (4) foot florescent bulbs that are still good free to a good home. Let staff know.

Hangar Inspections: We have kicked off the inspection season this year. It started 4/2/18 and will continue until 8/31/18. Please contact management staff to schedule an inspection. As a reminder, North, West, and all Commercial hangar Areas will be inspected by the Fire Marshall in conjunction with airport staff. South Hangar area is just airport staff. Also, if your fire extinguisher needs to be serviced you may drop them off at the manager's office. They will be stored for St. Croix Fire & Safety to inspect. Remember to pick them up. We have some fire extinguishers that have been here for over 2 years.

Bowstring Roofs: All Elements Inc is redoing the roofs on Hangar #s 2-5. They started in late March and are hoping to be done before mid-April, weather permitting. Please be aware of the contractors in and around the bowstrings.



NEXT AIRPORT ADVISORY COMMISSION MEETING

Tuesday, May 8th, 6:00 pm
Airport Terminal Conference Room
All are welcome!

FFAA Meeting Minutes — March 6th, 2018 Meeting

1. The meeting was called to order by president Jay Ericson at 7:01 pm.
2. The February minutes were approved as amended (the Flyer erroneously published the February minutes as the January minutes).
3. Treasure's Report from Robyn Shear:
 - a. Beginning Balance: \$3,635.68
 - b. Interest: \$0.14
 - c. Ending Balance: \$3,635.82
4. Old Business: The chili cookoff was well-attended and had 10 entrants. Karen Clark won 1st place with Bob Nasby in 2nd and Mike Bergeson in 3rd. Approximately 40 people attended.
5. Activities:
 - a. The EAA chapter dinner at Mancini's is the 3rd Tuesday in March (the 20th). Tickets are \$25/person. See Greg for details.
6. New Business: Joel Ludwigson reported that five airport manager candidates were invited to a second interview and the airport has made an offer, but there is no update to the hiring process.
7. Airport Manager: Joe was unable to attend the meeting but it was noted that the airport would only be plowing taxiways and would not be pushing snow onto the grassy areas due to soft ground.
8. The meeting was adjourned at 7:11 pm.

A interview of Bill Ramsey, retired Northwest Airlines/Delta Air Lines pilot, by Joel Ludwigson and Mike Schoen followed.

JOIN THE FFAA TODAY!

Stay informed on airport issues and ensure your concerns are heard.

Contact Jay Ericson
jse7407@msn.com

WANTED – good ads from members...

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 amylgesch@gmail.com to place an ad.

FOR SALE

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