



FLEMING FLYER

FFAA Meeting – Tuesday, February 4, 6:30pm Potluck Dinner, 7:00pm Business Meeting
 Program: Charlie Wiplinger (President, Wipaire, Inc.) – History of Wipaire, Inc.

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
 3/18 FFAA/EAA Mancinni dinner
 4/1-6 Sun 'n Fun in Lakeland, FL
 5/18 Spring Pancake breakfast &
 Young Eagles
 6/7 Spring CAF Hangar Dance
 7/28-8/3 Oshkosh
 ?? Fall Pancake breakfast & Young
 Eagles
 9/6 Fall CAF Hangar Dance

President's Pen

by Mike Bergeson

The Winter Effect

Wow, this winter seems like it has been cold! Between the sun setting too early to fly after work and the weekend weather, I have not gotten very many hours of flying time. I have only had to put fuel in one time since Thanksgiving! The time that I have been able to fly has really been appreciated.



Just because I am not doing much flying, doesn't mean that I am not thinking about it. You start to wonder crazy things, like how did airplane parts get their names? Why do they call it an aileron? Where did nacelle come from? And how about flaps? If they are flapping, you have a problem! Strut sounds like something a rooster does across the barn yard instead of a component that holds a wing in position. I know the cold weather starts to affect our minds. I started to look up the names to see where they came from!

And how about some of the terms we use? Landing makes sense when we do it on land, but when we do it on water? Wouldn't watering be more appropriate? When we stand in front of the airplane and manually start an engine, we call it hand propping, but when we push the starter button, it is just starting. Prop wash, it sounds like a cleaner for propellers, not a strong wind created by a spinning propeller.

It seems like aviation is filled with airplane parts that have foreign names and terms that don't make sense to the general population. One term we use does make sense. We all understand it. We recognize it when it happens, and we all do it too often. Bounce.

PARTS

by Wipaire

Wipaire is now offering a range of new and overstock parts for sale online. These include a variety of avionics, Cessna parts, Wipaire parts, de Havilland parts and other miscellaneous items.

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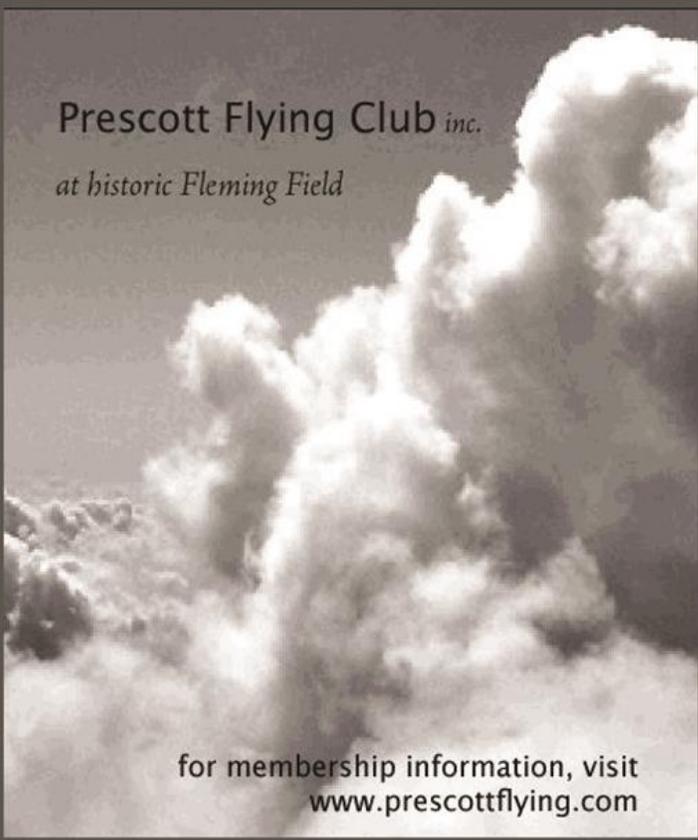
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M – F 8:00 – 5:30m Sat. 9:00 – 1:00

651-690-0615

FFAA Meeting Minutes --- January 7, 2013 Meeting

1. Meeting called to order by President Mike Bergeson at 7:00PM.
2. Minutes for the last meeting were approved with the addition of a motion that was passed that makes the new starting time 6:30 PM for potluck and with meeting and program to start at 7:00PM.
3. Treasurer Report Robyn Shear
 - Beginning Balance \$3288.72
 - Ending Balance \$3134.11
4. Activities report Greg Bauer
 - Breakfast for tenants January 19th at terminal 8:00AM to 11:00 AM.
5. Old Business None
6. New Business
 - Motion passed to donate \$250 to "Feed the Troops Inc."
7. Managers Report Glenn Burke.
 - Airport is in the black by over \$200,000.
 - Jeff Sheridan brought up that Fleming Field does not really have a debt to the city. The money the city spent on projects for the airport are city assets just like things they buy for Parks and Ice Arena and everything else.
8. Meeting adjourned at 8:30 PM

Fleming Fly Market

FOR SALE

FREE VHS flying videos – Jim Hancock will have them in a bag at the February FFAA meeting

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
February 2013

Airport Staffing

I have been writing about the business chapter of the Airport Master Plan. Last month's topic was the rates and charges increase that the Airport Advisory Commission (AAC) has been reviewing and will make a final recommendation to the City Council. This month's topic is also from the Master Plan business chapter and it is on the airport staffing.

The City Council included the topic of airport staffing in the business plan. They were interested in how Fleming Field compares to airport of similar size and activity. What the Council received was not what they expected. The author told the City Council that airports of similar activity would typically have 5 - 7 employees. Fleming Field has 2.9 Full-Time Equivalent Employees (FTE).

The airport staffing, as currently budgeted, consists of:

- Airport Manager (1 FTE)
- City Engineer (oversight) (0.1 FTE)
- Intern (.85 FTE)
- One 14 hour per week maintenance (.35 FTE)
- One 14 hour per week weekend building attendant (.35 FTE)
- One summer seasonal maintenance worker (.25 FTE)

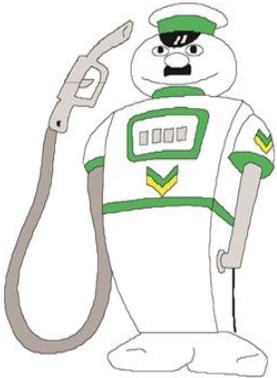
The airport intern position has been getting harder to fill due to changes at the universities and colleges. Internships are not required as they once were and entire aviation programs have been eliminated (St. Cloud State) or the airport administration degree has been eliminated (Minnesota State). On top of that it is very difficult to get students from southern climates to take positions here, especially during the winter.

This year the airport intern position was posted in early August and sent to seven colleges. There have been two applications that were well below our expectations. The changing employment laws have also affected the intern position. The Affordable Care Act (ACA), State employment laws, and Minnesota's Public Employee Retirement Association rules have narrowed the amount of time that an intern can be hired without benefits to 90 days. The amount of training invested is now greater than the value the intern provides to the City.

City staff has developed two potential staffing models for the airport, both eliminate the intern position. One model replaces the intern with two part-time employees at 28 hours per week and the second with a single full-time employee. The primary duties of the new position would be similar to the intern: customer service, lease administration, airport operations and fuel management. The new position would begin work later in the day and staying until 6:00 or 7:00 pm, giving the airport better coverage later into the evening.

Two Part-Time - This model would be similar to a job share. It would eliminate the internship and the weekend building attendant positions. The new employees would rotate weekends to make the position more attractive. These employees would not receive health or dental benefits. However, these positions would likely get prorated sick leave, holiday and vacation benefits. The additional cost of two part-time employees is estimated at \$21,885 for a full year.

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Glen Burke - Airport Manager
(651) 554-3350
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One Full-Time Employee - This model would eliminate the intern position and keeps the weekend building attendant. The employee's work schedule would likely end at 7:00 pm and may include one weekend day (most likely a Saturday). The salary, \$35,880 annually (plus benefits) or \$17.25 per hour is commensurate with starting salaries in the Great Lakes area for airport operations positions. The additional cost of one full-time employee is estimated at \$20,190 for a full year.

Staff prefers the single full time employee staffing model. It is felt that this position will have lower turnover and higher quality candidates due to the full-time benefited status. The slightly lower cost is also attractive. The one 14 hours per week maintenance worker and the summer season maintenance worker would remain in either scenario.

The AAC will look at the staffing recommendations at their February 14th meeting and if there is a recommendation it will be forwarded on to the City Council for their consideration.

Airport Master Plan Update

The Master Plan Advisory Group (MPAG) met on Tuesday January 23rd. The MPAG has been giving the City and our consultant guidance on what Fleming Field should look like over the next 20 years.

The topic for the January meeting was the runway. In a previous meeting the length of the runway has been discussed with members supporting the lengthening of the runway up to 300 feet to accommodate aircraft that currently use Fleming Field. Several alternatives were developed. The MPAG further refined those alternative and three preferred alternatives were sent to the FAA for review.

- Alternative 6A - Extend the runway 198 feet to the south, which push the runway clear zone across 70th Street into the front yards of the neighboring homes
- Alternative 6B – Extend the runway 111 feet which is the maximum distance that could be accomplished without impacting neighbors to the south or relocating 70th Street.
- Alternative 6C – Same as 6A with the addition of a Non-precision approach for Runway 16

The FAA reviewed the MPAG runway alternatives in November and December and we received their comments in mid-January. For Alternatives 6A and 6C the FAA will require the realignment of 70th Street and the purchase of homes would be necessary to accomplish that. We quickly realized that is too costly and politically unattainable. Alternative 6B does not get the desired distance.

Staff and the FAA meet a few days before the January 24 MPAG meeting to discuss another alternative which would add overruns to one or both ends of the runway. Up to 400 feet could be added which would increase the accelerate stop distance that is desired and would keep costs down. The MPAG reviewed and choose this as the preferred option.

The next step for the Master Plan is to have a public hearing. It is not scheduled yet, however, we are looking at dates in March.