

# MENOMONIE AIRPORT COMMISSION

Wednesday  
May 21, 2025  
**6:00 PM**

**City Council Chambers, City Hall (800 Wilson Avenue)**



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*Regular Meeting*

1. Roll Call.
2. Public Comments.
3. Moment of Silence for Trilla, Illinois Crash Victims
4. Review Minutes from April 2, 2025 Airport Commission Meeting.
5. Discuss/Direct UNICOM frequency change from 122.7 MHz / 123.075 MHz to 122.725 MHz (or another frequency agreed upon).
6. Discuss AWOS Replacement Project (no action).
7. Discuss Master Plan Phase II Project (no action).
8. Discuss Dunn County Solar Array Project (no action).
9. Discuss/Approve Special Event Requests (if any).
10. Discuss Airport Manager's Report.
11. Set Next Meeting Date/Time.
12. Adjourn.

## “PUBLIC ACCESS”

Notice is hereby given that members of the Common Council may be present at the foregoing meeting to gather information about a subject over which they have decision-making responsibility. This constitutes a meeting of the Common Council pursuant to State ex rel. Milwaukee Greendale Village Board, 173 Wis.2d 553, 494 N.W.2d 408 (1993) and must be noticed as such, although the Common Council will not take any formal action at this meeting.

NOTE: Upon reasonable notice, efforts will be made to accommodate individuals with disabilities. For additional information or to request the service, contact the City Clerk or the City Administrator at 232-2221.

**PLEASE CONTACT PAM at (232-2221 x1000) or [pwildner@menomonie-wi.gov](mailto:pwildner@menomonie-wi.gov)  
IF YOU ARE UNABLE TO ATTEND THE MEETING.**

Menomonie Airport Commission  
Meeting Minutes  
April 2, 2024

The Menomonie Airport Commission was called to order by Chairman Dr. Dan Johnson at 6:00 pm on Wednesday, April 2, 2025 in the Council Chambers at City Hall. Commission Members present included: Dr. Dan Johnson, Randy Sommerfeld, and Kerry McCauley. Earl Wildenberg and Steven Lee were absent. Others in attendance included: Eric Atkinson (City of Menomonie), David Schofield (City of Menomonie), Darrel Gibson (Gibson Aviation), Kris Korpela (Dunn County), Melissa Underwood and Ryan Falch (SEH).

Johnson asked for public comments. No public comments were received.

Johnson proposed to approve the January 15, 2025 minutes by acclamation. No objection was received.

Korpela presented the Dunn County Solar Array project and noted that the layout has been revised since the version in the packet. Korpela indicated that a contractor has proposed to construct a solar array, a geothermal well field on the Dunn County property located west of Stokke Parkway in an effort improve energy efficiency at the Dunn County Government Center and Dunn County Judicial Center. Schofield noted that the proposed solar array would be located less than 0.3 miles west/southwest of the west end of Runway 09/27. Schofield noted that he had met with Dunn County and the contractor and that the contractor will be preparing final plans and a Glint and Glare Study. Schofield recommended that the Commission take no action on this proposal until the final plans and the Glint and Glare Study has been received. No action taken.

Schofield presented the Vertical Bridge Cell Tower project. Schofield noted that Vertical Bridge has proposed to construct a 149-foot tall cell tower on 630<sup>th</sup> Street / CTH E near the unincorporated area of Rusk. Schofield noted that the applicant had previously proposed a substantially taller tower but agreed to revise it to comply with the City's Airport Overlay Zoning regulations. Schofield noted that the proposed plans do not include FAA obstruction lighting. McCauley moved to notify the Dunn County Planning and Zoning Department that the Menomonie Airport Commission has No Objection to Vertical Bridge's proposed 149-foot tall cell tower on 630<sup>th</sup> Street / CTH E contingent upon the addition of FAA obstruction lighting. Seconded by Sommerfeld. Motion carried.

Schofield presented a proposed increase to the private hangar lease rate. Schofield noted that the current \$240 per year lease rate was established in 2012 and that previous discussions regarding this topic suggested that the Federal Reserve Bank of Minneapolis inflation calculator should be used to calculate the new private hangar lease rate. Schofield indicated that the inflation calculator suggested a lease rate of \$328.70 and suggested rounding it down to \$320 per year. Sommerfeld moved to increase the private hangar lease rate from \$240 per year to \$320 per year in 2026 and to direct City Staff to adjust the rate in future years by the Federal Reserve Bank of Minneapolis inflation rate calculator rounded down to the nearest \$10. Seconded by McCauley. Motion carried.

Schofield presented a proposed increase to the multi-hangar lease rate. McCauley moved to increase the multi-hangar lease rate from \$120 per hangar space per year (or a total of \$1,680 per year) to \$160 per hangar space per year (or a total of \$2,240 per year) in 2026 and to direct City Staff to adjust the rate in future years by the Federal Reserve Bank of Minneapolis inflation rate calculator rounded down to the nearest \$10. Seconded by Sommerfeld. Motion carried.

Johnson noted that its contract with the Airport Manager requires that the Airport Commission review and approve special events. Johnson noted that some events require the closure of runways or taxiways, such as the Radar Run and High Mileage event, whereas others, such as the Hamburger Socials, do not. Schofield suggested allowing the fixed base operator to approve events that do not require the closure of runways and/or taxiways. Atkinson suggested adding a provision for events that could negatively reflect upon the airport, such as a loud concert in a hangar. Johnson moved to approve the 2025 Hamburger Socials and the May 2-3, 2025 High Mileage event, and allow the Airport Manager to approve special events that would not require closure of a runway or taxiway or have the possibility of reflecting poorly on the airport and forward the rest to the Airport Commission. Seconded by Sommerfeld. Motion carried.

Johnson asked Underwood to give an update regarding the UNICOM frequency change. Underwood indicated that FCC and FAA have approved the requested UNICOM frequency change to 123.075 MHz but that it was recently learned that Lake Elmo Airport (FAA LID: 21D) had also requested and was granted a change to the same frequency. Underwood indicated that they have reached out to FCC and FAA to see if KLUM's change could be placed on hold, or if a second change request would be needed. Schofield asked if returning to the original frequency was acceptable. Johnson stated it was not. Schofield asked if there was a threshold beyond which the Commission would be comfortable sharing a frequency. Johnson stated 200 nautical miles. Schofield indicated that he would work with SEH and the airport manager to locate one or more options for consideration at the May meeting. No action taken.

Gibson provided the Airport Managers report and a summary of activities in March. Johnson asked if the fuel system credit card reader has been fixed. Gibson said that the replacement part was shipped overnight and has been installed. No action taken.

Schofield suggested the next Airport Commission meeting be held on Wednesday May 14, 2025 at 6pm at City Hall. No objection was received.

McCauley moved to adjourn at 6:46pm. Seconded by Sommerfeld. Motion carried.

Submitted by: David Schofield, Recording Secretary



**City of Menomonie**  
David Schofield

Director of Public Works  
800 Wilson Avenue  
Menomonie, WI 54751  
715 232-2221 Ext.1020  
dschofield@menomonie-wi.gov

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**TO:** Airport Commission  
**FROM:** David Schofield, Director of Public Works  
**SUBJECT:** Staff Comments  
**DATE:** May 21, 2025 Airport Commission Meeting

Agenda Item #5: Discuss/Direct UNICOM frequency change from 122.7 MHz / 123.075 MHz to 122.725 MHz (or another frequency agreed upon).

The Airport Commission previously directed City Staff to change KLUM's UNICOM frequency from the existing 122.7 MHz to 123.075 MHz. This change which was approved by FCC and FAA effective June 12, 2025. On March 31, it was learned that Lake Elmo Airport (K21D) also changed their UNICOM frequency to 123.075 MHz. SEH inquired if KLUM's UNICOM frequency change request could be withdrawn and were told that it could not. As such, KLUM's UNICOM frequency will change to 123.075 on June 12, 2025.

The Chairman and Airport Manager have been monitoring several other possible UNICOM frequencies and, as of this writing, it appears that 122.725 MHz is the proposed frequency. SEH has advised caution as Mankato, which uses the same frequency, has a very busy training program. I have attached two e-mails from the Chairman regarding this topic.

If the Commission can settle upon a proposed frequency, the appropriate motion would be ***Direct City Staff to request FCC and FAA approval to change KLUM's UNICOM frequency to \_\_\_\_\_ MHz*** (simple majority vote).

Agenda Item # 6: Discuss AWOS Replacement Project (no action).

SEH will provide an update regarding the AWOS Replacement Project.

Agenda Item # 7: Discuss Master Plan Phase II Project (no action).

SEH will provide an update regarding the Master Plan Phase II Project.

Agenda Item # 8: Discuss Dunn County Solar Array Proposal (no action).

Dunn County has elected not to proceed with the Solar Array project at this time.



David Schofield &lt;dschofield@menomonie-wi.gov&gt;

## CTAF change request, 5/10 progress

Daniel L Johnson <drdan@wwt.net>

Sat, May 10, 2025 at 6:29 PM

To: Melissa Underwood <munderwood@sehinc.com>, David Schofield <dschofield@menomonie-wi.gov>, Darrel Gibson <DARREL@gibsonaviation.com>

To repeat, the possible frequencies for KLUM seem to be:

**122.725** - Mankato - Busy training activity

122.750 - air to air

**122.975** - New Richmond, Airlake

123.300 - glider ops

123.050 - Red Wing, Baraboo -- But Red Wing has a runway 09-27 as we do, much opportunity for misunderstanding

123.075 - Lake Elmo -- assigned to KLUM but busier than South St. Paul Fleming Field, so we aborted that

123.500 - training, balloons, glider support

1: I phoned the Airport Commission Chair of SSt. Paul airport and found that

A: They are not planning a frequency change

B: He reminded me that Mankato has a busy training program

2: I flew and listened. Today was a beautiful, sunny day, so in the early afternoon, I took off and flew around our area for an hour at 1000 ft above our pattern altitude, monitoring 122.725 (Mankato) and 122.975 (New Richmond, Airlake).

I heard few transmissions.

- 4 unintelligible transmissions

- 1 from an aircraft departing New Richmond

- several from Mankato. It's 100 NM away. The clear, legible transmissions were from an aircraft maneuvering in the vicinity of its airport at 1500-3500 ft above its pattern altitude.

It made pattern calls while landing that were soft and noisy, suggesting that pattern calls at Mankato are less likely to cause interference at KLUM.

For now, I favor the Mankato frequency; I think that the New Richmond/Airlake frequency may be a future risk because both are quite close to us, and if New Richmond in particular some day establishes busy training, we will have the interference problem again.

I hope to be able to fly again on Monday and repeat this observation on a weekday.

Thanks!

Dan

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Language is intrinsically approximate, since words mean different things to different people, and there is no material retaining ground for the imagery that words conjure in one brain or another. -- John Updike



David Schofield &lt;dschofield@menomonie-wi.gov&gt;

## More on the KLUM CTAF

1 message

**Daniel L Johnson** <drdan@wwt.net>

Mon, May 12, 2025 at 7:04 PM

To: David Schofield <dschofield@menomonie-wi.gov>, Melissa Underwood <munderwood@sehinc.com>

Cc: Darrel Gibson <DARREL@gibsonaviation.com>

Dear All,

Today I flew again, a weekday afternoon, to assess whether 122.7250 is feasible.

And Darrel and staff monitored the frequency on the ground.

I was told they heard not one transmission from Mankato

I began flying at 3000 msl -- 1000 ft above our traffic pattern altitude.

Again, the transmissions from Mankato from above their pattern altitude were clear; from in the pattern, understandable but weaker and with static

None from the ground there.

Then I descended to our traffic pattern altitude, 2000 ft msl, 1000 ft agl, and flew from Durand to Woodville, then east to Colfax and then south for about 15 miles.

I no longer heard pattern-altitude transmissions from Mankato, even on the western side of Menomonie; of course I heard transmission from 3000-4000 ft above their pattern altitude.

Meanwhile, I also monitored New Richmond. Clearly, that airport is much less busy, but that may change; meanwhile the locations of Mankato and Menomonie and the physics will not change.

I continue to believe that 122.725 is our best option.

Thanks,

Dan

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