



Newsletter
Anoka County Aviation Association
ACAA

Next Meeting: **Monday, November 11, 2013 7:00 PM**
 EAA Chapter 237 Hangar Anoka County Airport.

November, 2013

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Calendar

Nov 11, 2013 (Mon)	7:00pm	ACAA Meeting EAA Building
Dec 10, 2013 (Tue)	7:00pm	RAAC Meeting MAC General Offices 6040 28 th Ave. S., Mpls.
Jan 3, 2013 (Fri)		Newsletter Deadline Want Ads due
Jan 13, 2014 (Mon)	7:00pm	ACAA Meeting EAA Building

RAAC Report

By John Krack

The next RAAC meeting is scheduled for Tuesday, December 10, 7PM at the MAC General Offices building, 6040 28th Ave. S., in Minneapolis. The agenda is not yet determined, but if there's anything you'd like us to include, please let me know: This is a public meeting, open to all, so feel free to stop by.

Minimum Standards Ordinance

As you'll note in Vivian Starr's summary of the October Commission meeting, the full Commission passed the new minimum standards ordinance for commercial operators on the Reliever airports. One of the objectives of this ordinance was to tailor the requirements to the type of clientele being served. An FBO who offers services to corporate jets, for example, would need a different infrastructure from one whose customer base is small piston equipment. There are also provisions to allow limited maintenance and other services by off-airport vendors, and to allow the Director of Reliever Airports to rule on situations not covered in the ordinance and to resolve any ambiguities. We were briefed on this ordinance at the September RAAC meeting, and the RAAC did not comment as we felt the provisions were generally pretty reasonable. Staff said that they worked closely with the commercial operators on this ordinance, so hopefully it will work out well for everyone.

Facility Acquisition Fee

At the September meeting, Kelly Gerads said that they would be reviewing the Facility Acquisition Fee in the November timeframe. If you have any comments, get them to me or one of the other RAAC reps, or send them directly to Kelly (kelly.gerads@mspmac.org). Although we'd all like to see this go away, MAC's position so far is that they'd need to make up the revenue from somewhere else, so most helpful would be suggestions for replacing the revenue, or restructuring the fee to make it more fair. The two biggest concerns I've heard are (1) a leasehold with a large lot and a small building footprint, and (2) a large, rundown building (such as an old row hangar), where the fee can be a sizeable percentage of the market value. I understand that the first concern has been somewhat addressed by the lesser of the full rate or 125% of the hangar footprint, but the second concern still exists. There's also a concern about selling a hangar on a Contract for Deed, as ownership doesn't change until the contract is satisfied, which may be many years in the future, making the FAF due at the then-current (higher) rate since it escalates annually.

The justification for imposing this fee was that hangar prices were increasing substantially at the time, and MAC felt they should participate in that windfall since they provided the opportunity for it to occur. As we all know, the "hangar bubble" was short-lived, and there is now a hangar glut at most airports.

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November Meeting

Join us at the November meeting for an update on what's going on at the airport. We'll also be electing officers for the coming year.

Family, friends, and members of other airport associations are cordially invited. The meeting starts at 7:00 PM on Monday, November 11, at the EAA 237 Hangar on the west side of the field. Doors open around 6:45. Refreshments will be provided.

Around the Airport

By Joe Harris, Airport Manager

Dear Airport Users:

The other day I flew into the airport and was amazed on how great the airfield looked from the air. The grass was so green; the surface markings so fresh; and the hangar areas so pristine. When I contacted the tower controller to request entry into Delta airspace the frequency was busy with chatter and the traffic pattern was stacked with airplanes. It was a picture perfect day to exercise an airplane and brush up on some flight proficiency training. The tower controller turned the lights on for me as I approached Runway 27. The beauty of the airport with the sun setting ahead of me was a sight to behold. In my logbook remarks section I wrote that I am just glad to be a small part of the best aviation community in the world.

The winter season is fast approaching. Please contact the maintenance staff if you need to operate when weather is influencing the Twin Cities. The maintenance staff can be reached at 763-786-9490 (office) or 612-919-5065 (cell). We have a dedicated maintenance staff with many years of snow and ice control experience. Please make it a habit to check NOTAMs for up-to-date airfield conditions reports.

Please remember that it is very important for pilots to broadcast both air and ground movements on 132.40 during non-tower operations. The maintenance crew is monitoring this frequency during these hours.

If you have any questions about airport operations, please call me. I can be reached at 651-230-5377.

Regards,
 Joe Harris

RAAC Report

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Tower Closure

I haven't heard anything recently, but my understanding is that last April's funding authorization runs through January 15, and Congress needs to take action by then.

It is recommended to write to your congresspeople and ask them to include the contract tower provisions of the "Reducing Flight Delays Act of 2013" in any future funding legislation. The way this was structured, simply passing a continuing resolution will not include the provisions of this Act.

Security

MAC is looking at ways to tighten airport security, including installing security cameras and only allowing access through one gate at night. More on this later.

Meanwhile, Arlene Henderson continues to lead the formation of an Airport Watch group.

Financials

I will be meeting with Kelly in the near future to get briefed on the new Financial Model.

As always, if you have any concerns, issues, or suggestions regarding the Reliever Airports, let me, or any of the other RAAC reps, know.

The View From Here

By John Krack

Picnic

The picnic was great. Thanks to MAC and the ACAA for sponsoring it again this year. I also want to thank MAC for the beautiful recognition award. It was totally unexpected, but very much appreciated. And thanks to all of you for your support of the ACAA and the various activities we're involved in.

Elections

Elections will be conducted at the November meeting. We'll be electing a President, Vice President, Secretary, and Treasurer for the coming year. If you have any interest, contact one of the officers or show up at the meeting and put your hat in the ring.

Airport Usage Fee

I received a phone call recently from Chris Castillo, an active businessman and pilot based in Houston, TX who mail-ordered and item recently from an ANE vendor and was charged a 1.5% "Airport Usage Fee." He wondered what this was all about, noting that he had never used the airport. I explained to him that MAC imposes a gross receipts charge on its commercial operators, and in all likelihood this was simply a passthrough of that fee.

Chris noted that business pilots are a close-knit group, they talk to each other, and they are very sensitive to these sorts of charges that don't seem to have any relationship to the services they're using. I would ask MAC to take note, and perhaps consider waiving this charge, as many government jurisdictions do, for goods that are shipped out of state by a MAC-based commercial tenant. I expect the revenue hit would be small, and the positive PR benefits might well justify doing so.

Sept 10 Reliever Airports Advisory Council

By Vivian Starr

Commissioners:

Mike Landy
Mike Madigan

RAAC reps:

John Krack, (Chair) ANE
Patrick Moynihan, LVN
Bruce Wiley, MIC
John Renwick, Lake Elmo
Glen Weibel, STP
Peter Dahl, FCM

MAC Staff:

Roy Fuhrmann
Gary Schmidt
Kelly Gerads
Evan Wilson
Kelly Ubel

Others:

Richard McKenney
Don Rosacker
Vivian Starr
Darrel Starr
And others

Update on the Financials and Facility Acquisition Fee

Kelly Gerads reported that the Reliever financial model is currently showing a positive balance, primarily because grants for Capital Improvement Projects from agencies outside MAC (FAA & State) are coming in strong. Tenant fees are covering airport operating expenses. Non-aeronautical revenue is the segment that is not on track to make a contribution to the financial model at this time.

Landing fees are being collected at STP, ANE, and FCM without any problems or non-compliance issues. Fees collected are in line with staff projections except for ANE. However, Jet A sales are down at ANE, so the lower fuel flowage fees and lower landing fees match up.

The Facility Acquisition Fee is currently in line behind commercial minimum standards and fueling processes for staff attention. They will get to it later this year. One modification they plan to study would be to use County appraised hangar values to determine the acquisition fee. That has pros and cons. Any change would require a full public hearing process. Anyone with difficult issues that is trying to sell a hangar should contact Gary Schmidt or Kelly Gerads for assistance. The 2013 acquisition fee is \$1.18 per square foot of leased area for storage tenants. Commercial tenants pay on the total square footage of all their buildings' footprints.

Hangar Re-construction Policy

Bruce Wiley, MIC rep, asked about storm damaged nested t-hangars. Gary Schmidt stated that leases allow tenants to rebuild the same type of hangar as they had. Nested t-hangars can be rebuilt. However, the demand for that style is way down. Condominium style row hangars are more likely to find a tenant.

Update on Commercial Minimum Standards

Kelly Gerads said that MAC only received 4 comments on the proposed changes. She added that the Hearing Officers Report will be presented to a MAC Committee on Oct. 7, 2013. Flying Clubs seemed very satisfied with the standards that will apply to them. There will be provisions for licensing mechanics that come onto a MAC airport. Most of the changes to Commercial Minimum Standards that are being made are the result of the significant airport runway improvements made at ANE and FCM.

Update on Tower Closures

Gary Schmidt reviewed how contract towers and some FAA towers were to be closed last spring due to sequestration. Congressional action required the FFA to continue to operate these towers through the remainder of the 2013 fiscal year, which ends Sept. 30, 2013. To avoid this automatic closure and furloughing of controllers, Congress must name Tower Operation Funding Extension in whatever continuing resolution they pass to keep the entire government from shutting down. So the first hurdle is to have Congress agree to continue to fund our government while they try to reach agreement on a budget. The second hurdle is to get Tower Operation Funding Extension listed by name in the agreement. Minnesota's members of Congress have been very supportive. Reminding them of the importance of this problem would be a good idea.

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September 10 RAAC Meeting

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Non-aeronautical Revenue

Gary Schmidt said MAC has hired a company, CBRE, to help with developing MAC land parcels. They have currently prepared "listing brochures" which must be approved by the MAC Commissioners. After that approval, CBRE will list the properties.

Airport Security and hangar break-ins

Joe Harris was to lead this discussion, but could not attend, so Gary Schmidt reviewed the situation. Due to 3 recent hangar break-ins and burglaries at ANE, MAC staff is studying installing video surveillance cameras at airport gates. They are also planning to close all but the main gate during late night, early morning hours. Plans are under development at this time. Gary confirmed that local police do patrol the airport at night on a regular basis. Also MAC has worked with the police department to provide the police with excellent maps of the airport. Several recent incidents have shown that the Blaine police will respond quickly and to the correct airport location.

Gary introduced Arlene Henderson of the ANE CAP who has been asked by MAC to lead establishing an Airport Watch Program at ANE. She gave a very interesting review of this program as it currently functions at MSP with over 80 volunteer participants. She is working with the guidance and training provided by the MAC police department at MSP. Plans call for each Reliever to have a similar group.

MAC Committee and Commission Meetings

By Vivian Starr

MAC Committee Meetings 3 September 2013

On September 3, 2013 I was unable to be present for the MAC Committee meetings. The Management and Operations Committee had one Reliever Airport item presented by Kelly Gerads. The Planning, Development, and Environment Committee had one Reliever item presented by Bridget Rief. Both agenda items are copied below.

Vivian Starr

MEMORANDUM ITEM 4

TO: Management & Operations Committee

FROM: Kelly Gerads, Assistant Director of Reliever Airports (612-726-9142)

SUBJECT: RELIEVER AIRPORT LANDING FEE IMPLEMENTATION UPDATE

DATE: August 22, 2013

In August 2012, the Commission adopted MAC Ordinance No. 114 (Rates and Charges for Reliever Airports). The ordinance became effective January 1, 2013. The ordinance included the implementation of landing fees for the Anoka County-Blaine and Flying Cloud Airports, similar to landing fees already in place at the St. Paul Downtown Airport. During the public process commercial operators at the Anoka County-Blaine and Flying Cloud Airports expressed concerns over their responsibility for collection of the fee. In response to those concerns, the M&O Committee requested that staff provide a mid-year update on the implementation process.

The collection of these fees commenced as planned on January 1st. Operators have collected the fees and remitted them on a timely basis. The only issue that was raised early in the implementation process was whether or not a MAC based aircraft must pay an extra landing fee for repositioning the aircraft within our Reliever Airport system. For example, would an aircraft charter company based at ANE but picking up and returning passengers to STP pay landing fees at both locations? A provision in the ordinance allows waiving the fee for repositioning of aircraft within the system. Therefore, if an aircraft is based at Anoka and makes a stop at St. Paul, the operator is not required to pay a landing fee at St. Paul; the fee is applicable at their "home base." This information has been clarified for our based aircraft operators.

In the first six months the landing fees at Anoka and Flying Cloud Airports were projected to be \$57,316 and \$62,863 respectively. The collection has fallen short of predictions by \$18,363 and \$1,462 respectively. The variance at Anoka County-Blaine Airport is attributable to lower jet activity levels than expected. While the landing fees at Anoka and Flying Cloud have not met initial projections, the overall Reliever Airport financial model continues to reflect a positive balance at year-end.

THIS IS AN INFORMATIONAL ITEM ONLY; NO COMMITTEE ACTION IS REQUESTED.

MEMORANDUM ITEM 6b

TO: Planning, Development and Environment Committee

FROM: Bridget M. Rief, Director - Airport Development (725.8371)

SUBJECT: CAPITAL IMPROVEMENT PROGRAM AMENDMENTS

b. Flying Cloud and Anoka County-Blaine Airports Runway Grooving

DATE: August 27, 2013

In June 2012, at the recommendation of staff, the Commission rejected the only bid received for the Anoka County-Blaine Airport Pavement Rehabilitation project that was to include grooving for Runway 9/27. The bid received was nearly double the construction pre-bid estimate. If the project had been awarded, the cost of the overall project would have exceeded the established Capital Improvement Program (CIP) budget and would have required a substantial (75%) increase to the CIP. At that time, the project was to be partially funded with federal non-primary entitlement funds (approximately 40%) with the remaining costs to be paid by MAG with internally generated funds. It was staff's opinion that the Commission would receive better value by rejecting the sole bid received for this project and include this work with other grooving needs at the Flying Cloud Airport into a larger bid package in a future CIP project.

While not mandatory, the FAA does recommend grooving for runways 5,000 feet or more in length, since it can improve surface drainage and braking during wet weather. The preliminary cost estimate for grooving Runway 10R-28L at Flying Cloud and Runway 9-27 at Anoka County-Blaine is a total of \$1.0 million.

Recently the FAA has advised the MAC that federal discretionary funding is available for these two MAC reliever airport grooving projects. A grant offer from the FAA for these projects is 90% grant eligible. The 10% local share would be covered by MAC internally generated funds.

In order to receive and execute a grant offer from the FAA this fiscal year, these projects must be included in a Commission approved CIP. If approved, design work would begin promptly with bids anticipated to be received in December 2013, construction contracts awarded by the Commission in January 2014 subject to final approval of the 2014-2020 CIP, and construction completed in 2014.

Therefore, staff is requesting that the 2013-2019 CIP be amended to include the Flying Cloud Airport Runway 10R-28L Grooving and Anoka County-Blaine Airport Runway 9-27 Grooving as 2014 projects for \$500,000 each.

COMMITTEE ACTION REQUESTED

RECOMMEND TO THE FULL COMMISSION THAT THE 2013-2019 CAPITAL IMPROVEMENT PROGRAM BE AMENDED TO INCLUDE THE ANOKA COUNTY-BLAINE AIRPORT RUNWAY 9-27 GROOVING AND THE FLYING CLOUD AIRPORT RUNWAY 10R-28L GROOVING AS 2014 PROJECTS WITH A TOTAL BUDGET AMOUNT OF \$1,000,000, AND AUTHORIZE THE EXECUTIVE DIRECTOR/CEO OR HIS DESIGNEE TO EXECUTE THE NECESSARY DOCUMENTS.

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MAC Committee and Commission Meetings

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MAC Full Commission 21 September 2013

At the Management & Operations meeting on Oct. 7, 2013, the Proposed Reliever Airport Minimum Standards were on the committee agenda for discussion and recommendation to adopt. This proposed revision applies to MAC Ordinance 78 that specifies minimum standards for general aviation commercial aeronautical operations. Ord. 78 was originally adopted in 1992 and much has changed in the Reliever Airport System as well as in all of general aviation during the past two decades. As those changes unfolded, MAC responded with revisions to leases, policies, and rates & charges. When Jack Lanners was Chair of MAC, he asked Commissioner Monaco to work with staff reviewing the entire Reliever System. This was a lengthy and challenging task for all concerned. The final step was bringing commercial tenants' minimum standards into line with the changing needs of today's users of the MAC System while protecting the interests of both current and future commercial tenants.

The changes to Ordinance 78 have been tailored for each Reliever Airport. The runway lengths at both FCM and ANE have been increased resulting in a significant change in fleet mix. This drove the need for sufficient space to service the larger corporate aircraft that are beginning to dominate the business model. There is, after all, a lot more money to be made from fueling a Citation than a Cessna 172. MAC needed to establish standards in ramp space, fueling equipment, servicing, and FBO amenities (restrooms, etc). At the same time, the smaller single service businesses needed to be protected from requirements that did not relate to their business model. The revised ordinance also addresses specialists who come onto a MAC airport to provide services, such as cleaning and polishing aircraft.

MAC staff included the Reliever Airport Advisory Council in the process of revising these standards. MAC staff also met with Commercial operators during the process. And, as always, there was a Public Hearing. As a result two changes were made prior to the final draft. One put Flying Club's insurance requirements into their leases rather than in the Ordinance. The second involved the Licensed Services such as provisional airframe and power plant maintenance.

Following the formal presentation by Evan Wilson, MAC Attorney, and Kelly Gerads, Assistant Director-Reliever Airports, two commercial tenants from Flying Cloud asked to address the committee. Chris Cooper, owner of Hummingbird Aviation, and Kurt Schendel, owner of Modern Avionics expressed their opposition to the ordinance and concerns regarding discrimination against the small FBOs and the de-valuing of their businesses as a result of the ordinance.

Commissioner King requested a staff response to the two Reliever tenants' concerns. Gary Schmidt, Director of Reliever Airports, provided the options available to these tenants. They could operate as they currently are today until the end of their lease term; they could downgrade their lease to a single service operation by possibly foregoing fueling; they could request a variance after the ordinance is in effect; or they could negotiate modifications to their lease in order to be in compliance.

Commissioner Monaco moved and Commissioner King seconded to:

1. Adopt the Hearing Officers' Report
2. Recommend that the Full Commission:
 - A. Approve the proposed findings, conclusions and order;
 - B. Adopt the ordinance: Reliever Airports Minimum Standards for General Aviation Commercial Aeronautical Operations; and
3. Direct Staff to work with these two tenants in particular (Hummingbird Aviation and Modern Avionics) to come to an appropriate conclusion that meets our collective interests.
4. That the Executive Director/CEO or a designee be authorized to execute the necessary documents.

The motion carried by unanimous vote.

For those interested in reading the entire ordinance, it can be found within the MAC agenda for M&O, Oct. 7, 2013:

http://metroairports.org/docs/publicMeetings/MO_A_1260.pdf

Be patient as it is a large document and takes time to download.

At the Full Commission meeting on Oct. 21, Commissioner Monaco amended his motion changing item #3 to read:

"3. Direct staff to consider any forthcoming request from Hummingbird Avionics, Modern Avionics, or others regarding compliance with the proposed ordinance; and evaluate all potential options for compliance with the proposed ordinance, including the variance process."

The Proposed Reliever Airports Minimum Standards Ordinance was adopted unanimously by the Full Commission.

September ACAA General Meeting Minutes

There was no business meeting in September, hence no minutes. Instead, we enjoyed a beautiful fall evening with great eats and camaraderie at the 5th annual ANE Airport Picnic, sponsored by the MAC and the ACAA. The burgers, dogs, and brats were grilled to perfection by the ANE maintenance team, and a good time was had by all. MAC presented appreciation awards to Vivian Starr, Kristi Rollag Wangstad, and John Krack for their activities in support of ANE and Twin Cities general aviation.

I don't have an attendance count, but suffice it to say it was very well attended.

Respectfully submitted by John Krack, Secretary, ACAA.

WANT Ads

CLEANING OUT THE HANGAR SALE:

- Bonanza/Baron Dual Control Wheel \$1400
- Cessna 180-185 Tail Tow Bar \$150
- Flying Magazines, most issues 1957-2010 \$100
- NW Mfg. Co. Model 35 Power Tow \$150
- 6" Heavv Dutc Bench Grinder .???
- 1 1/2 ton Floor Jack \$75
- Aircraft Blue Books 1982-2013, references for attorneys & insurance cos. \$100
- New Battery Charger/Auto Start \$100
- 1 Boze & 1 Sony Headset \$80
- Winter Baffle Kit for Debonair/Bonanza \$25

CALL: Don at 763-785-4736

HANGAR & LOT FOR SALE:

- Large Lot 60' X 285'
- Hangar 54' X 42' Insulated
- 54' Electric Door Faces South Plus Enclosed "T" Storage Area
- Office with Bath
- Rental Income
- 130' Tarmac in Front of Hangar
- Large Tie Down Area
- Great Location South End

\$144,000 Will consider CD agreement.

Call Roger Benasutti 651 308-8940 or rbenasutti@gmail.com

Twin Size Hangar at FCM for Rent

44' Door, 42' Deep

Gary Rosenwinkel 952-393-8741

HANGARS FOR RENT: Several south facing tee hangars available. Call George at 651/271-3023.

WANTED: Newsletter Articles. If you have any interesting stories, thoughts, observations, or comments, send them to av8r00@gmail.com.

ACAA OFFICERS AND COMMITTEES

President: Mike Lawrence 763-780-2802
V. Pres: Don Johnson 651-407-3403
Secretary: John Krack 763-786-5876
Treasurer: Vivian Starr 763-559-4683
RAAC Rep: John Krack 763-786-5876
RAAC Alt: Don Rosacker 651-633-1751
Legal Adviser Hal Hitchcock 651-717-0859

Committees & Members

Fire, Building Codes, and Environmental

Gary Specketer (Chair) 770-403-3450
Randy Huyck 753-1918
Roger Wyatt 755-7544
Dick Schoen 646-7539
Mike Holmquist 651-633-6525

Newsletter

John Krack 763-786-5876

Safety

TBD

Public Relations (Proposed)

Taxes

Vivian Starr 763-559-4683
Paul Thomas 483-9808
John Krack 763-786-5876

Membership

John Krack 763-786-5876

Commissioner: James Deal

Airport Mgr.: Joe Harris 763-717-0001

Discover Aviation Days

2014 Dates: May 31 - June 1, 2014

Website: www.DiscoverAviationDays.org

Email: Info@DiscoverAviationDays.org

Phone: 763-568-6072

Planning Team:

Craig Schiller

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Michael Lawrence ACAA

ANOKA COUNTY AVIATION ASSOCIATION

The ACAA is an association of hangar owners, hangar renters, FBO owners, pilots, flight instructors, commercial operators, and anyone else with an interest in the future direction of the Anoka County Airport. Our mission is to actively promote a variety of interests and activities relating to the Anoka County Airport operation including:

- Safety
- Airport improvements
- Hangar use, lease contracts, and building/fire codes
- Relations with MAC, MnDOT, and adjoining communities
- Business and commercial interests
- Recreational Aviation
- Any other areas of interest to the membership

To get results, we need your support.

To join, either:

Attend the next meeting at the EAA Building, just north of the Golden Wings Museum facility. See the calendar on page 1 for the date and time of the next meeting.

Or:

Fill out the membership form on the back page, and send it with \$15 for one year, \$27 for two years or \$35 for three years to the address indicated on the form.

NEWSLETTER ARTICLES REQUESTED

Please send newsletter articles to:

John Krack
7629 Lakeside Rd. NE
Fridley, MN 55432
(h) 763-786-5876
Email: av8r00@gmail.com

Articles may be typewritten, handwritten or on disk in Microsoft Word format or text file. See the calendar on page 1 for next newsletter deadline.

Newsletter Want-AD Service

As a benefit to members, a free want-ad service is available. Rules are:

1. Ads must be received by the date indicated in the calendar notes to be guaranteed to appear in the next newsletter.
2. Anyone or any business may submit an ad.
3. There is no charge for paid-up members.
4. Graphical images are OK if in a standard computer image file format (.gif, .jpg, .bmp, etc.). Hard-copy images are also acceptable.
5. Send ads to the Snail Mail or Email address shown above.
6. Want Ads will run for 3 issues, unless canceled early or renewed to run longer.

Email List

Vivian Starr maintains an extensive email list of people interested in what's happening in the Minnesota aviation community. She keeps us up to date with timely reports on MAC meetings, and other activity of interest. In fact, many of the articles in this Newsletter were originally distributed via email. If you're not on the list and want to be, send your email address to Vivian at DVStarr@aol.com.

