



Newsletter
Anoka County Aviation Association
ACAA

Next Meeting: **Monday, November 14, 2016 7:00 PM**
 EAA Chapter 237 Hangar, Anoka County Airport.

November, 2016

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Calendar

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|--------------------|--------|-------------------------------------|
| Nov 14, 2016 (Mon) | 7:00pm | ACAA Meeting EAA Building |
| Dec 13, 2016 (Tue) | 7:00pm | RAAC Meeting MAC General Offices |
| Dec 30, 2016 (Fri) | | Newsletter Deadline Want Ads Due |
| Jan 9, 2017 (Mon) | 7:00pm | ACAA Meeting EAA Building |

November Meeting – Elections

Join us at the November meeting for an update and discussion on what’s going on at the airport, and for the annual officer elections.

Also, Kirk Fjetland, EAA 237 Chapter President, will share with us his thoughts on putting the old Anoka Tech building (the white building across the parking lot from the Tower) to good use.

Family, friends, and members of other airport associations are cordially invited. The meeting starts at 7:00 PM on Monday, November 14, at the EAA 237 Hangar on the west side of the field. Doors open around 6:45; refreshments will be provided. Let’s have a great turnout. Hope to see you there.

RAAC Report

By John Krack

The Winter Reliever Airports Advisory Council meeting is scheduled for Tuesday, December 13, 7pm at the MAC general offices. This is a public meeting open to all.

There’s not been a whole lot going on lately, but here are a couple of updates:

Non-Aeronautical Revenue: Final “Due diligence” details are still being worked out on the sale of Parcel 60 to the Spring Lake Park School district. Things are looking good, and a completed sale is anticipated by the end of the year.

Long-Term Comp Plans: The following statement is from Neil Ralston, MAC Airport Planner:

Preparation of the ANE 2035 LTCP has been deferred due to a focus on updating plans for Crvstal and Airlake Airports, both of which have LTCPs that are older than ANE. The Crvstal LTCP is in process and nearing completion. Due to several factors involving FAA coordination, we originally anticipated that the Airlake LTCP update would lag behind into mid-2017. However, we have been able to move forward sooner than anticipated with the Airlake plan and will focus on developing it through the remainder of 2016 and into early 2017. This means that the startup of the ANE LTCP will now likely occur in Spring 2017 (March/April timeframe), with stakeholder engagement occurring in Summer 2017.

So the ANE plan has slipped out by about a year (so far), but the positive message for me is that Neil and his associates are taking

the time to “do it right” by listening to stakeholders and trying to come up with effective compromises to recommend meaningful improvements to the airports. We’ll let you know when a draft is available for comment.

I haven’t been closely involved with the Airlake plan, but I did attend several meetings on and reviewed the draft of the Crystal plan. The original MAC proposal was to close the grass strip and convert the parallel paved runway 14R/32L to a taxiway. Also, the 500-foot overrun pads at each end of 14L/32R would be converted to Stopways, meaning that they could not be used for takeoff or landing, but could be used for computing Accelerate/Stop distance for larger aircraft.

Several folks at the meetings I attended noted that converting the overrun pads to official runway with displaced landing thresholds would greatly improve the utility and safety of the airport by increasing the takeoff distance to 4,267 feet and the landing distance to 3,767 feet. This would make the airport more attractive to aircraft at the higher end of the design spectrum (basically, propeller-driven aircraft with fewer than 10 passenger seats). Operators of these aircraft could be expected to boost the economic activity (fuel, services, and local merchants) of the area and the airport as they would be primarily be used for business, and not quite as price-sensitive as the small recreational operators.

There were also passionate pleas to keep the turf strip in some form. MAC recommends that it should be closed because usage is low (around 60 operations per month) and because it would free up space for Thunderbird to expand their ramp at the SW side of the field. MAC also agrees, however, that the maintenance cost is minimal. Tailwheel pilots have told me that it’s easier/safer to operate on grass, particularly in crosswinds, and that it’s much easier on tires. Further, keeping the turf runway open (and perhaps publicizing it a bit) send a message to tailwheel operators that “you’re welcome here.” Increasing the number of based small aircraft adds to MAC revenue and operation counts, as well as improves the “ambiance” of the airport.

I sent written comments to MAC on both of these issues, suggesting that they use the current overrun pads for runway (or at least 250 feet at each end with the remainder designated as Stopway) and they continue to offer a turf runway in some form. While cost is certainly a factor, I think we need to make reasonable investments in the airport that encourage growth, rather than just reduce excess capacity consistent with a flat 20-year projection scenario.

Airport Manager: Things are still pretty much the same. Glenn Burke remains on administrative leave, and for the time being, Joe Harris is handling the ANE airside management duties (maintenance activity, infrastructure issues, etc., and Kelly Gerads is handling tenant relations and other landside tasks. Mike Wilson is handling Crystal.

Glenn’s next court appearance is sometime in December, so we should know more after that.

(Continued on next page)

RAAC Report

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

We Don't Need a Lake on the Airport

By Don Johnson, ACAA Vice President

[Editor's Note: I think Don makes a valid point, and urge MAC to take a serious look at fixing this before someone gets hurt.]

I hope everyone is enjoying the nice fall weather of late. This time of year is when some hangar doors close, and don't open again until May. We are on borrowed time weather wise, so fly now while you can so easily!

A few weeks back I landed on RWY 9, rolled out to TWY B3, and noticed a couple of fine muskrat houses constructed in the infield area between TWY E and B3. This area of standing water has been an on and off problem since it was created with the reconstruction of the runway several years ago. This, along with seeing Randy Corfman's column in the MN Flyer October issue about bird hazards got me frustrated.

The drainage has never worked as designed. The only way water that leaves this area seems to be through evaporation. In early October, there were many mornings where there were easily 100 ducks, geese, coots, you name it sitting in there – all less than 100 feet from the touchdown zone of our primary instrument runway. Sure we got about 6 inches of rain in mid-September, but that water shouldn't be there yet in November.

This issue has been tolerated over the years, because during a drier than normal year, there is not much water there. Problem forgotten about. When muskrats move in it tells you it's been underwater too long. The Minnesota Council of Airports gave our RWY 9-27 "project of the year" award in 2007. It must have been a dry year. Find me another airport in Minnesota that has muskrats in the infield area.

2 worst case scenarios: (1) Jet on takeoff RWY 9 takes multiple bird strikes just after rotation/gear retraction, loss of control happens slowly a mile to the east, all on board lost. (2) Cirrus pilot unknowingly lands on RWY 27 with a flat tire. Element of surprise, along with left crosswind veers him into the standing water in the runway safety area adjacent to the touchdown zone. The airplane flips over in the infield breaking the windshield, flooding the cockpit, and the pilot drowns. Reactively, I bet the infield drainage problem would get fixed.

My question is: Would this situation be tolerated in St Cloud? At MSP? Willmar? I35W? Take a drive on 35W toward Forest Lake. Almost continuous wetlands. You can't find 5 acres of water anywhere near 100 feet of the roadway, especially not in the median.

Not much our maintenance crew out here can do about this issue. These guys are in the reactive part of the deal. It snows, they plow. Grass grows, they cut. The problem here needs to be addressed by management. We have been in a stop-start, on again, off again on-site management situation out here for several years now, and it is starting to show a bit. Nothing seems proactive. It's a quite a drive from the MAC offices up here. I tend to think we are a bit "out of sight, out of mind" up here. (I know that might be the way some like it)

It isn't just airside stuff. During the same time water ponded in the infield, it was ponding for a few days near the south entrance road. Anyone can plainly see the cattails restricting the flow through the culverts, and flooding the entrances to a couple of long term commercial and corporate lease holders, not to mention a whole group of storage tenants. I think it dents the professionalism of one's business a bit when customers have to drive through standing water past a clump of cattails plugging the culvert to get

to your building. If the driveway to the MAC parking lot at 28th Ave. south was flooded because of cattails in the culvert, how long would the situation last?

Some just consider me as a complainer. It just seems like if nothing is said, nothing happens until it is a reactive situation. (remember when the NOTAM for the approach to RWY 9 not authorized at night came out?) Let's remain optimistic that we can have an effective on site manager, and in the meantime, get some help from corporate to get some long term issues out here resolved. Aviation is a passion for me. I just want our airport to be right up there with the rest of them as far as being as useful and as safe as possible. Blame the muskrats for getting me going on this.



The View From Here

By John Krack

Officer Elections in November

We'll be holding our annual officer elections at the November meeting. Up for election will be the President, Vice President, Secretary, and Treasurer. If you have any interest in helping to guide this organization, let one of the current officers know, or show up at the meeting on November 14. The current officers are all doing a great job, but it never hurts to bring in some new perspectives, ideas, and energy.

Also, I've been doing the Newsletter for a number of years, and would like to work my way out of that job. I'm looking for someone to help out for now, and eventually take it over.

Know Someone Who's Looking to Rent or Sublease Hangar Space, Buy or Sell a Hangar?

Check out the Blaine Airport Promotion Group website at

<http://www.aneairport.org/hangar-space/hangar-space.htm>

Click on the button to send your info to BAPG, who will post it on the page.

High Speed Internet, TV, and Phone Service Now Available At Your Hangar

Contact:

Adrian Dennis, Sr. Business Account Executive
10400 Viking Drive Suite 550
Eden Prairie, MN 55344
Desk: 952-855-7222
Cell: 612-437-2148
Fax: 651 344 4403

Hangar Door Maintenance

If anyone has a contact for someone who does inspection and repair on bifold hangar doors, please let me know (av8r00@gmail.com).

Eyewitness to a Hangar Fire

By Vivian Starr

On October 29, 2016, my husband Darrel and I arrived at our ANE east side hangar at about 11:00 AM. We turned into North Dakota alleyway to go to the garage door on the back of our hangar. However, we were blocked by a light sport airplane, a Flight Design CT, that was doing a run-up prior to taxiing out for a morning flight. We turned around and went to North Carolina alleyway where we parked in front of our hangar.

We were unloading our car and carrying stuff into the hangar when we heard the CT taxi away. We did not hear the CT return. Darrel was soon busy with his project rebuilding a 1931 Travel Air 12W. I took my laptop computer up to the loft that has windows on both the north and south walls. I spent some time rearranging my table and chairs prior to opening my computer. At 12:20 PM, I turned and glanced out my north window and saw dark gray smoke billowing out from under the eaves of hangar 2511 North Dakota--the first hangar to the west of the CAP building. I shouted "FIRE Darrel call 911!!!" He rushed to the window in his workshop below me while trying to hit 911 on his cell phone. The operator said "Are you on North Dakota, east side? I'll report it." Darrel then called the tower and they said "yes we see it."

Later, our friend and neighbor Dan Carroll, whose hangar is adjacent to the burning building, told us the CT had been returned to its hangar after a short flight and he had happened to follow the pilot and hangar owner out the east side gate at 12:05 PM as they left the airport. The first Blaine fire department trucks arrived about 12:30 and firefighters were battering the walk-thru door open at 12:33. Talk about courage, firemen in full gear walked into that burning building to verify that no person was trapped inside. More firemen, fire trucks and police cars continued to arrive. By that time the smoke was pouring out of all the eaves. The firemen got the back garage door of the burning building open and started blowing air into the hangar so they could clear out enough smoke to see where to pour the firefighting chemicals and water. The rafters and trusses were charring and buckling. Fortunately, the roof did not collapse. There was also a Cessna 182 with full fuel tanks stored in the hangar. The firefighters succeeded in confining the damage to that one building and its contents, for which all of us with nearby hangars are deeply grateful.

After the fire trucks and police cars departed, MAC maintenance staff with a front end loader dumped loads of sand/dirt against the burned hangar's big door, front door, and back garage door to confine the foam and water (considered hazardous) that were flowing out of the hangar. They also laid down a sand/dirt area in the middle of North Dakota, east (downstream) of the burned building. Finally, they put a yellow "crime scene" tape across North Dakota alleyway so folks would not drive through the dirt/sand and hazardous waste.

Two Blaine firefighters interviewed my husband and me at the end of the event, as we had been early witnesses of the scene. They indicated the fire seemed to have started around the CT. Later, Darrel and I learned that CTs are shipped from the factory with a Lithium Ion battery and a built in battery tender.

Of course the investigation is on-going. Keep in mind, this is one person's eye witness account that includes comments from others that are being recalled from memory and is in no way an official report.

What we learned:

Smoke detectors are very important!

Think carefully about use of battery chargers, battery tenders, and trickle chargers.



September Meeting Minutes

There was no business meeting in September, as everyone enjoyed the annual picnic.

Respectfully submitted by John Krack, Secretary, ACAA.

WANT ADS

HANGAR FOR SALE

2159 Michigan Ave
45W x 40D x 14H. South facing, sturdy cement block construction (recently painted inside and out), NEW ROOF, bi-fold door 39 feet 4.5 inches wide (opens to 10 feet 7 inches high). Also has 16 x 10 feet office space (heat and A/C) and large loft/attic area. Call Winston at 952-484-1278.

HANGAR FOR SALE

2135 Michigan West
48w x 40d TWO hangar doors (elect) approx. 14ft high x 40 wide. Heat & AC office space. Call Craig at 651-426-4751

HANGAR FOR SALE

8 - Stall T-hangar on Oregon and Pennsylvania.
32' x 180' (5,760 sq. ft.): open inside with sliding
40' door openings: new roof and tin ceiling and end side walls. \$175,000. Call Bob at 239-227-4407.

HANGAR FOR SALE

2511 North Dakota East Taxiway, Facing South
58W x 40D x 14H hangar built by Structural Buildings. 50 foot wide by 14 foot high electric bi-fold door. Door opens to 12 foot 8 inch height. Garage door access at rear, North side: 9 wide by 8 high garage door. Front access door. Asking \$85,000. Call Dave at 763-244-4028



AIRCRAFT FOR SALE

1942 Aeronca L3-B Grasshopper. 3611 TT. 112 SMOH, Radios and Intercom. Light Sport qualified WARBIRD.

Contact Dick McKenney at 612-401-6957



Aircraft and Hangar Insurance

Aircraft & Marine Agency, Inc

Contact: Kevin Gruys at 952-890-1124

or email gruys@aircraft-marine.com

website: www.aircraft-marine.com

From The Archives

Reliever Airport Rates & Charges – Part 5

The Lanners Report

As reported in the last issue, Commissioner Jack Lanners led a year-long study of the MAC Reliever Airports, resulting in a report and recommendations, which the Commission adopted, in January 2006.

The key elements of the Lanners report were summarized in the Minutes from the January, 2006 ACAA meeting as published in the March, 2006 ACAA Newsletter:

Reliever Airports Task Force update: On Thursday, the RAAC met with MAC staff on the report. The process was originally planned to take 6 months, and ended up taking a year. Jack Lanners, who chaired the Task Force and is vice chair of the Commission, was just appointed chair of the M&O committee.

The goal of the study was to determine how the Reliever Airports could become self-sufficient. Achieving this goal will take time until non-aviation revenues materialize.

Commissioner Lanners was very complimentary of the staff, the tenants, and the business who took the time to educate him on the issues and opportunities. Major recommendations from the report were:

- Keep all of the Reliever Airports open, and keep MIC a towered airport.
- Move forward with the capital improvement plans for FCM, STP, and ANE
- Look to private developers to do hangar construction. Would like the developer to do the whole installation. If a developer is not interested, MAC would do it.
- Aggressively pursue Federal and MNDOT funds for airport improvements. Currently, very little Federal and State money is funneled to Reliever Airports. Many out state airports are better than the Relievers.
- Institute a number of fees to raise additional revenue, including:
 - Site prep fee to cover new hangar site preparation
 - Development fee from developers
 - Waiting List fee of \$500, to be refunded when a lease is signed
 - Acquisition fee of \$1 per square foot, to be paid when ownership changes (50% off for transfers within immediate family).
 - Administrative fee of \$500 any time there's a change to the lease
 - Sublease fee of \$25 per stall per month
 - Raise GA landing fees at MSP to the same level as STP
- Recognize that there's a "Reliever Airports Benefit" to MSP, but keep the long-term subsidy level to under \$10 per MSP operation.
- Develop non-aeronautical revenue opportunities

Thus began the implementation of so-called "transaction-based" fees that applied to specific transactions and were designed to raise additional revenue. Since several of these fees were inconsistent with current leases, MAC included these fees in new leases, but delayed charging them to existing tenants until lease renewal.

A year later, at the March 22 RAAC meeting, MAC rolled out the first elements of their proposed new financial plan to implement the Lanners recommendations. It included the concept of Administrative Cost Allocation, where the estimated non-Reliever staff cost of providing services to the Reliever Airports (legal, HR, planning, etc.) were charged back to the relievers, as well as Depreciation and Imputed Interest (computed as if MAC had borrowed the money for capital projects). This also included the concept of a Net Operating Profit/Deficit (NOP/D – the cumulative sum of annual profits and deficits), and the dreaded "Reliever Surcharge," which are described in Vivian Starr's summary below as published in the May, 2007 ACAA Newsletter:

Gary Schmidt distributed copies of a document outlining a new fee proposed for Reliever tenants. This fee will be a ground rent surcharge. Here is how it was explained by Gary Schmidt. At the completion of each year's audit, MAC staff will calculate the Net

Operating Profit or Deficit for the Relievers. [See definitions] This surcharge will be calculated to eliminate the deficit. The ground rent surcharge will be applied on a per square foot basis and paid by all tenants who pay ground rent to MAC. Any profit (if it ever occurs) will be carried forward to the next year.

Starting in 2010, **IF** a net operating profit is projected in each of the next five years, a ground rent credit may be established not greater than 75% of the estimated net operating profit. Tenants would receive a credit rather than a bill under such circumstances.

Definitions:

Net operating Profit/Deficit: Determined annually by adding (a) the sum of all aeronautical and non-aeronautical revenues generated at Relievers, the Reliever Airports Benefit and any credit from a Net Operating Profit carried forward from the previous year, and then subtracting (b) all expenses including operating and maintenance expenses, Administrative Cost Allocation and the then-existing depreciation, imputed interest, and land acquisition imputed interest.

Reliever Airports Benefit: \$300,000 per year from MSP escalated by 3% per year plus depreciation, imputed interest, and land acquisition imputed interest associated with projects closed prior to 12/31/2005.

Administrative Cost Allocation: The proportionate share of MAC administrative costs (including depreciation and imputed interest) based on the percentage of direct expense (excluding depreciation and interest) that can be attributed to Relievers.

This document was not well received by the RAAC representatives and a lengthy discussion ensued. Apparently, this new concept for charging tenants was generated by the Northwest Airlines/MAC deal to provide extensive financial relief to the airlines.

Kelly Gerads then presented a review of staff plans for Reliever "Town Hall" meetings that will be held in April. Staff will mail details of each meeting to all tenants.

The "Reliever Surcharge" was particularly onerous as it allowed MAC, with Commission approval, to recover any deficit in the NOP/D in the following year by assessing the tenants based on their square footage under lease – tantamount to a blank check over which the tenants had zero control. (Fortunately, the Commission was never faced with invoking the surcharge, since when the model went south several years later due largely to the "funny money" depreciation/imputed interest charges and the failure to develop non-aeronautical revenue, the policy was changed yet again.)

To track all of this, MAC built a very complex (though admittedly nicely done) Financial Model in the form of an Excel spreadsheet. It covered in great detail where the money came from, where it went, and, based on certain assumptions, where it might go in the future. Although it initially projected surpluses well into the future (which is how it was sold to the Commission), it turned out that some of the assumptions were flawed, and after about three years it was obvious that the concept was doomed to failure, threatening to trigger "The Surcharge!"

So, back in 2010, Commission Chair Jack Lanners appointed Commissioner Don Monaco (who runs a successful FBO in Duluth and understands the "real world" of General Aviation) to work with staff to study capital funding and operational practices of General Aviation within the MAC system, and lay the foundation for developing General Aviation business plans for airports in the MAC system.

The study included tours of the Reliever Airports, and tours and interviews with airport managers of nine airports surrounding the metro area. They also took inventories of existing GA services and facilities on the Relievers and at MSP, reviewed existing and proposed updates to lease policies and lease forms, and had staff presentations on airport finance and capital project funding.

Commissioner Monaco recognized immediately what some of the problems were, and they looked at things from a different perspective – from a GA standpoint instead of an airport standpoint.. This resulted in some different approaches, some new revenue sources, and a dramatically simplified Financial Model, which became effective on January 1, 2013.

Next up: Details of the Monaco Plan, and where we are today.

ACAA OFFICERS AND COMMITTEES

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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

TBD

Newsletter

John Krack 763-786-5876

Safety

TBD

Public Relations (Proposed)

Taxes

Vivian Starr 763-559-4683

John Krack 763-786-5876

Membership

John Krack 763-786-5876

Commissioner: James Deal

Airport Mgr.: Kelly Gerads 612-726-8142
Joe Harris 651-224-4306

Discover Aviation Days

2017 Dates: June 3 – 4, 2017

Website: www.DiscoverAviationDays.org

Email: Info@DiscoverAviationDays.org

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Planning Team:

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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.

