



Newsletter Anoka County Aviation Association ACAA

March, 2015

Next Meeting: **Monday, March 9, 2015 7:00 PM**
EAA Chapter 237 Hangar Anoka County Airport.

© 2015 Anoka County Aviation Association. All rights reserved.

Calendar

Mar 9, 2015 (Mon)	7:00pm	ACAA Meeting EAA Building
Mar 10, 2015 (Tue)	7:00pm	RAAC Meeting STP airport
Mar 12, 2015 (Thu)	8:00am	BAPG Meeting Key Air
Mar 19, 2015 (Thu)	7:00pm	DAD Planning Mtg Key Air
Apr 10-11 (Fri/Sat)		MN Pilots Assoc Great MN Aviation Gathering Golden Wings
May 1, 2015 (Fri)		Newsletter Deadline Want Ads due
May 11, 2015 (Mon)	7:00pm	ACAA Meeting EAA Building
May 30-31 (Sat/Sun)		Discover Aviation Days
June 20 (Sat)	9am-7pm	Patriot Ride Key Air
Aug 22 (Sat)		AOPA Regional Fly-in Anoka Airport

March Meeting – Kevin Gruys on Insurance

The featured guest at our March meeting will be Kevin Gruys, owner of the Aircraft & Marine Insurance Agency (an ACAA member), to talk with us about aircraft insurance. You'll recall that Kevin was scheduled for our November meeting, which we had to cancel due to the weather. He's kindly agreed to attend our March meeting and fill us in on some dos and don'ts regarding our coverage, and to answer our questions.

We'll also discuss what's going on around the airport, and upcoming events.

Family, friends, and members of other airport associations are cordially invited. The meeting starts at 7:00 PM on Monday, January 12, 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.

Around the Airport

By Joe Harris, Interim Airport Manager

The staff is excited for all the events planned throughout the reliever airports system this year. We commend all of the hard work on behalf of the host organizations. The passion for aviation and thirst for adventure is alive and well. An airport event gives us an amazing opportunity to talk to literally hundreds of people about the opportunities that aviation can bring to your life. Anoka County-Blaine Airport has been a leader in hosting events. This is only made possible because of the dedication of volunteers. There are several great aviation and community events taking place at the airport in 2015; The Minnesota Pilots Association Great Minnesota Aviation Gathering (April), Discover Aviation Days (May), The Patriot Ride (June), and

the AOPA Regional Fly-In (August). All of these events allow us to shed light on airport activities and the importance of air transportation.

I am very fortunate to work with talented and dedicated co-workers. I enjoy coming to the airport every day. There are moments in my career that will stay with me forever. For example, I will never forget the day Senator McCain and Governor Palin made a presidential campaign stop at ANE. I will always remember sitting in my office as the 9/11 attacks were unfolding at Flying Cloud. I was at Crystal Airport on the day of the Senator Wellstone accident. I had another one of these experiences with the Hockey Day Minnesota event at St. Paul Downtown Airport. The level of planning and dedication across the MAC staff and event organizers was remarkable. The collaboration with Serving our Troops, the military, FSN North, Minnesota High School League and airport tenants to pull off having a hockey game on an active airfield was remarkable. The unveiling of the 1939 admin terminal building was discovered by so many people who never knew it existed. The patrons marvel at how beautiful and precious of a building it is. They wanted to learn about its history. The military had a C-130, a Chinook and Black Hawk helicopters parked on the apron adjacent to the rink. The intrigue of the people who crowded around these aircraft was a sight to behold.

I loved the marketing campaign of the games being played at Holman Field. This gave us an opportunity to share the story of Charles W. 'Speed' Holman. As many of you know, Speed Holman was a stunt pilot and air racer. He earned the nick-name 'Speed' when he was 18 years old after winning motorcycle races at the State Fair. He won many air races and set a world record of 1,433 consecutive loops in five hours over St. Paul Airport in 1928. His pilot certificate was signed by Orville Wright on September 1, 1927, which is on display in the 2nd floor St. Paul Downtown Airport conference room. Speed Holman died while performing in Omaha, NE in 1931.

We are in the process of scheduling applicant interviews for those who met the qualifications for the vacant ANE and Crystal airport manager position. We are pleased with the level of national and local interest. In the meantime, I will be the point of contact for ANE.

All the best,
Joe

RAAC Report

By John Krack

Next RAAC Meeting – March 10th at STP Airport

Our Spring Reliever Airports Advisory Council (RAAC) meeting is scheduled for Tuesday, March 10 at the Saint Paul Downtown Airport terminal building, 644 Bayfield St. (Enter at the main entrance, turn right down the hall.)

We have a full agenda this time, with lots of updates from MAC on important initiatives:

RELIEVER AIRPORTS ADVISORY COUNCIL
TUESDAY - MARCH 10, 2015, 7:00 P.M.
METROPOLITAN AIRPORTS COMMISSION
DOWNTOWN ST. PAUL AIRPORT/HOLMAN FIELD
644 BAYFIELD STREET, ST. PAUL, MN 55107

(Continued on next page)

RAAC Report

(Continued from previous page)

AGENDA

Approval of Minutes and Agenda

Issues:

- A. Update on Non-Aeronautical Revenue - Gary Schmidt
- B. Update on 2015 Capital Improvement Program - Al Dye
- C. Update on Long Term Comprehensive Plans - Neil Ralston
- D. Update on Capital Equipment for the Reliever Airports - Gary Schmidt
- E. Summary of the Hockey Day Minnesota Event at STP - Joe Harris
- F. Status of the "New Manager" search for Anoka and Crystal Airports- Gary Schmidt
- G. Discussion on the Crystal Airport Fueling Issue - Gary Schmidt
- H. Update on the Lake Elmo Airport Identifier - John Renwick
- I. Reliever Airports Upcoming Events - Mike Wilson
- J. Open Discussion from STP Tenants

Tenant Concerns/Issues - RAAC Representatives

Future Meetings Schedule - 7:00 pm start time

- Tuesday - 9 June, 2015
- Tuesday - 8 September, 2015
- Tuesday - 8 December, 2015

We'll report on the March RAAC meeting in the May Newsletter.

General Aviation Financial Model

I met last month with MAC staff for a briefing on the MAC General Aviation financial model, and so far the numbers look pretty good. We'll get to that in a moment, but first some background:

You'll recall that effective January 1, 2013, MAC modified the rates and charges for General Aviation activity at the MAC airports. The big conceptual change was to move from focusing on self-sufficiency of the reliever airports to focusing on self-sufficiency of the general aviation sector within the MAC system. This allowed the Commission to combine the general aviation revenues derived at MSP (primarily from Signature Aviation) with the reliever airport revenues, and use those funds to help support GA system-wide. They also implemented landing fees on turbine aircraft at FCM and ANE, and a GA fuel flowage fee at MSP. At the same time, they completely revamped the financial model, an Excel spreadsheet used to track and forecast reliever airport funding, to reflect the new structure.

So how has this worked out so far? The result was an annual contribution of over \$1.5M in 2013 coming from MSP GA operations (GA rents plus the new fuel flowage fee), and an estimated \$1.6M in 2014. The FCM and ANE landing fees resulted in additional 2013 revenue of \$210,000, with \$256,000 projected for 2014. All told, we're looking at almost \$1.9M in additional annual revenue, much of it coming from MSP GA operations. We've been lobbying since 2006 to increase the MSP contribution, and MAC has done so in a rather creative way. (We still think the Reliever Airport Value is way too low, but that's a discussion for another day.)

Another big change was in the accounting for capital improvements (long-term investments in infrastructure and equipment). In the old model, MAC used a depreciation scheme and assessed imputed interest as if the reliever airports had borrowed the money from MSP and paid it back over 20 years with interest. Now, they treat everything on a cash (pay as you go) basis, and subtract out grants (primarily FAA and MnDOT), so that only out-of-pocket costs are allocated to General Aviation. This gets rid of the "funny money" and the escalating ongoing costs of long-past improvements, and greatly simplifies the model.

Finally, it's important to keep in mind that the model is a management tool, not an official budget or financial statement. Its purpose is to help MAC track revenue and expenses, and assess the financial impact of various decisions, and gives all of us some insight into where the money comes from and where it goes. The most

volatile component is capital expenditures, due to their magnitude and varying eligibility for grants. MAC recognizes that in some years they will run deficits due to necessary capital expenditures, and in other years they'll run surpluses. The expectation is that over time these will balance out and keep the GA financials on a firm footing. It also allows capital projects to be planned so as to support this leveling goal. For now, we're in "surplus" mode, with a positive \$1.22M in 2013, and a projected \$1.78M for 2014. But if things go into "deficit" mode for a year or two, it shouldn't create a panic.

Now, if non-aeronautical revenue ever materializes, these numbers will look even better.

At the end of this newsletter is a copy of the latest spreadsheet, with some notes clarifying several of the less obvious line items.

A big "Thank You" is due to Kelly Gerads, Ed Podnieks, and Gary Schmidt for providing this information and taking the time to educate me and clarify what all the numbers mean.

New Equipment Coming to the Reliever Airports

Good news: The Commission has approved the purchase of over \$5M in capital equipment for the Reliever Airports. Much of the existing equipment (blowers, plows, mowers, trucks) is old and about worn out, and parts are hard to come by. Recognizing their responsibility to keep these airports open and safe through all types of weather, MAC has stepped up to rewarding our maintenance crews (and ultimately us, the airport users) with a bunch of new equipment. (It goes without saying that the last thing you want is for the snowblower to break down in the middle of a snowstorm – which is when it's gonna break!) A summary of the equipment being acquired is:

- STP: Snow blower, Caterpillar wheel loader (for snow removal), Plow truck, Manager vehicle
- Lake Elmo: Snow blower, Caterpillar wheel loader (for snow removal), Plow truck, Tractor
- Flying Cloud: Snow Blower, Plow Truck, Dual-axle trailer
- Crystal –Snow blower, Dump truck, Plow truck
- Anoka –Plow truck, Grounds mower, Manager vehicle, Tractor. This is in addition to the snow blower announced earlier.

For details on costs and equipment being replaced, check the MAC website at:

http://metroairports.granicus.com/MetaViewer.php?view_id=1&clip_id=1371&meta_id=3167

Thanks to the Commission for taking this big step and providing the maintenance crews with equipment they can depend on.

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

Elections

Officer elections were held at the January meeting. The current slate of officers agreed to serve another year, and were re-elected unanimously. Thank you for your past service, and your willingness to lead the Association for another year.

The ACAA Turns 25 This Year

Wow, how time flies! It was 25 years ago this June that the ACAA was born, in response to a rather heavy-handed fire code inspection/enforcement issue, and our first project was to develop reasonable fire safety guidelines that we presented to MAC and the City of Blaine.

(Continued on next page)

The View From Here (Continued from previous page)

However, we quickly surfaced a number of other issues that needed attention, including working with the MAC to update the airport traffic pattern guidelines, getting a common traffic advisory frequency that didn't conflict with airports for 50 miles around, and starting the long process to get a Tower. Then came Rates and Charges, Environmental Inspections, Sewer and Water, and the Blaine Franchise Fee. A major accomplishment in 2000 was to get the Legislature to change the classification of storage hangars, resulting in a significant reduction in property taxes.

In recent years, we've dealt with several rounds of Rates and Charges the Financial Model, the Aesthetics ordinance, and lease policies/forms. We partnered with the EAA to start and grow the annual Discover Aviation Days event as a community outreach effort.

We should all be proud of what we've helped to accomplish. We couldn't have done it, of course, without help from lots of people, both within and outside of the ACAA, but by being organized, we've been a focal point and a catalyst for change. We have a strong organization, a high membership renewal rate, a healthy treasury, and we look forward to the next 25 years.

We thank all of you for your support, and invite you to get more involved, either through the ACAA or through other organizations.

Minnesota Pilots Association Gathering April 10-11

Just a reminder that the 2nd annual MN Pilots Association 'Great MN Aviation Gathering' will be held on April 10-11 at the Golden Wings museum. Last year's event was well worth attending, and I expect this time will be even better. It's been rumored that they'll have an altitude chamber where you can safely experience first-hand the effects of hypoxia. Members get free admission to the event, so consider joining.

The MN Pilots Association website is at www.mnpilots.org.

Third Class Medical Reform

The Third Class Medical Reform saga continues. The FAA still hasn't announced anything. Though March 5 (reported in January as a likely target) is still a day away, I'm not holding my breath. The latest wrinkle is that both houses of Congress, with the support/urging of the AOPA, have introduced companion bills that have upped the ante by allowing almost all recreational aviation activity below 14,000 feet, including IFR, to be performed with a valid drivers license in lieu of an FAA-issued medical certificate. According to the AOPA, the proposed legislation, dubbed the "Pilot's Bill of Rights 2," would allow private pilots to make noncommercial VFR and IFR flights in aircraft weighing up to 6,000 pounds with up to six seats. Pilots also would be allowed to carry up to five passengers, fly at altitudes below 14,000 feet msl, at speeds up to 250 knots.

I received the following email from AOPA's Mark Baker urging all pilots to contact their senators and representative and urge them to cosponsor the bills:

We need your help NOW to get third class medical reform through Congress this year! Elected officials like to hear directly from their constituents about issues that are important to them, so your voice matters.

On February 25th, Sen. Jim Inhofe (R-OK), Senate GA Caucus Co-Chairmen Sen. Joe Manchin (D-WV) and Sen. John Boozman (R-AR) along with nine bipartisan Senators introduced S. 571, the Pilot's Bill of Rights 2 (PBR2).

In the House of Representatives, identical legislation, H.R. 1062, was introduced by Reps. Sam Graves (R-Missouri), Dan Lipinski (D-Illinois), Todd Rokita (R-Indiana), and Collin Peterson (D-Minnesota).

These bills would provide long overdue third class medical reform and give general aviation pilots more rights when dealing with FAA enforcement actions.

At this time, I urge you to contact your elected officials in the United States Senate and in the U.S. House of Representatives and urge them to cosponsor the Pilot's Bill of Rights 2.

Maybe this is what we need to push this long-simmering issue over the top.

AOPA Fly-In August 22 at ANE

You may have heard already, but our very own Anoka airport has the honor of hosting one of five regional AOPA fly-ins this summer. The event will occur on Saturday, August 22, rain or shine, and promises to be huge – with possibly as many as 500 aircraft visiting our airfield! The event will include a Rusty Pilots' seminar, a pancake breakfast, aircraft camping (hopefully), seminars on education and safety, vendors, and a Town Hall meeting in the afternoon.

The event is being organized by AOPA representatives, with heavy dependence on local volunteers. Stay tuned, and you'll be hearing more about how to get involved to help make this a super-successful event and showcase our airport, city, and state.

Discover Aviation Days

By Craig Schiller

Dear Anoka Airport Resident,

Please join us for Discover Aviation Days on May 30th & 31st. Enjoy numerous aviation exhibits, aircraft & helicopter rides, food booths and more! On display will be general and corporate aircraft, experimental and home-builts, WWII fighters, trainers and bombers along with vintage and modern military aircraft. See aviation education booths, flying demonstrations, and kid's activities. On display will be military past and present, see numerous rein-actors. Meet veterans from WWII, Korea and Vietnam inside our large education tent. See our classic cars on display and parade at noon each day. A pancake breakfast & lunch will be served both days. An evening Hangar Dance will be held Saturday night.

We are asking you for your help. The event has had its continuous growth and success through **Dedicated Board Members & Team Planners, Volunteers, Resident support and Financial Support**. If this event is to continue, all of these areas desperately need your help!

Board Member & Team Planners:

Many hours of preparation go into this event, months before it takes place. We are looking for dedicated individuals who are willing to take on event tasks. It is this group that steers our goal of sharing and educating the public of the many aspects of aviation and the importance of this airport to the community.

Volunteers:

There are many different areas you can serve, such as Mailings, Car-Parking, Aircraft-Parking, Event Set-Up, Aircraft Rides, Kids Activities and many more. One day, both days, before or after the event any amount of help that can be given, will be appreciated.

Resident Support:

During the event we ask that you display your aircraft and participate in the activities. This airport has an enormous range of aircraft types and everyone should be very proud to display what they have worked on so hard. Most residents of the area enjoy looking at any type of airplane.

Financial Support:

DAD is a 501c3 non-profit organization; all proceeds acquired each year go directly into the next year's event. There is a great deal of cost to host this field wide event, and community support is needed to sustain in. We are more than willing to give you a conformational tax donation letter for your write off. Please make checks payable to **Discover Aviation Days** and mail them to:

Discover Aviation Days
8891 Airport Road, C-8
Blaine, MN 55449

OR... you can easily send a payment by Credit Card or PayPal by clicking the "Donate to DAD" tab in the lower right corner of the main

(Continued on next page)

Discover Aviation Days (Continued from previous page)

page on our website. Any and all amounts are greatly appreciated!

We strive to make this a fantastic event for all visitors and airport residents involved. Again our goal is to educate, share and display this adventure we call aviation with the public. Thank you for all of your help and support.

If you are interested in volunteering, being a board member, or have any questions, concerns or comments, please feel free to contact us at Info@DiscoverAviationDays.org or you may call 763-568-6072.

Thank you

DAD Planning Team

www.DiscoverAviationDays.org
Info@DiscoverAviationDays.org
763-568-6072

“Dead-sticking” Off of RWY 9? Beware!

By Don Johnson, ACAA VP

It's March now, and I think there are a few of us starting to think about spring and maybe some more flying. It will take just a few warm days, and even the guy with a north facing hangar door will be able to go flying.

Last fall I stopped in at the National WWII Glider Pilot's Association airport gathering at Golden Wings. During the war, there was a glider training field located on my grandparents' farm in southern Wisconsin. The hangar is still there today. I wanted to ask some questions, and try to learn a bit more on the training that went on at these types of fields. I found out the field was a “Dead-stick Training Field”. They would basically use Cubs or various L type aircraft, have the instructor take off, fly a pattern, idle the throttle at mid-field, and have the glider student land. Takeoff and taxi training really was not a priority for these students. If the student passed this phase they moved on to other training fields.

Of course getting to talk to some of the veterans was pretty neat. One fellow mentioned that no one wanted to eat Rommel's Asparagus or “Rommelspargel” over in Normandy. So I had to ask of course what Rommel's Asparagus was.... It turns out Erwin Rommel ordered wooden poles to be erected in probable glider landing areas in western France as part of invasion defenses. 12-inch diameter poles sticking up will ruin a glider pilot's day! I almost had to laugh out loud, and told him that we have some asparagus right here at ANE! I will explain my point. Hang with me.

None of us flying around here want to become a glider pilot in our airplanes. It's a bad day when it happens. Everybody reads about the “impossible turn” when the engine fails on initial takeoff climb. Glide straight ahead, and take an opening, and pick something soft. We are lucky here to have a fair amount of airport property beyond the departure ends of runways. Departing on runway 9 is where the issue “arises” A few years ago MAC removed several mature trees east of Radisson Rd, just north of the runway centerline. This opened up about 1200 ft of open area east of Radisson Rd. South of centerline is a pond with open water. On the center line is the approach lighting structures, and a bit shorter landing distance. The problem is when the trees were removed, the stumps were left standing about 4 ft high amid tall grass!

The scenario would be something like this: Cessna 150, touch and go training RWY 9. Touch down, roll, retract flaps, carb heat cold, full power, go. Somewhere near the departure end of RWY 9, engine failure! Crap! Push, glide speed 60ish? Hey! It looks like I might just clear Radisson Rd! OK, I have approach lighting structures straight ahead going 2500 ft from the end of the runway, don't want that. Slightly to the right is open water, nope. Slightly left looks better, might be enough room to squeeze it in before the treeline. Yup here we go! Just clear the road, throw down some flaps! Oops, didn't notice all these 4ft stumps with 400 ft to go till the treeline! Game over.

My point is this: The trees were removed for a reason, via some kind of contract for a fair amount of money paid, I assume. Doesn't any thought go into leaving stuff sticking up on airport property? Would it

have cost any more to cut the stump as low as possible? I'm not saying if you glide one in and land over there its going to be pretty for your airplane, but hitting a 4 ft stump hiding in tall grass could kill a guy. And that would be a shame on airport property. You can see the stumps from west bound 95th Ave, coming downhill from the overpass. Check them out.

I am confident MAC is working on fixing the situation. When you're getting ready to fly this spring, think about where to go anymore if you become the Dead-stick Training Student! Many good spots have gone away in the last 10 years. Fly safe!

MAC Committee and Commission Meetings

By Vivian Starr

MAC Committees 2 Feb. 2015

Management and Operations

Roy Fuhrmann, Vice President of Management & Operations, presented a request for approval of additional Capital Equipment for 2015. Mr. Fuhrmann recounted the 2008 to 2012 economic downturn when all but the highest priority requests to replace capital equipment were deferred.

As a result, many pieces of equipment are now 15 to 25 years of age. Fortunately, in December 2014, the FAA approved use of internal funds to replace capital equipment. On the Relievers, airport traffic now includes many more jets and turboprop aircraft, while recreational flying continues to decline. The business traffic now puts a higher demand on keeping airports open and safe, no matter the weather. The additional equipment in this request will have a major impact for the next 15 to 20 years on the safety of the MAC airports.

Subsequent to the presentation, the Commissioners on the Committee voted to recommend to the Full Commission the purchase of the requested equipment.

MAC Commission 17 Feb. 2015

At the February Full Commission meeting, two new Commissioners recently appointed by Gov. Dayton took the oath of office.

Dixie Hoard, of Thief River Falls in northwest Minnesota, and Ibrahim Mohamed of Rosemount in Dakota County are the new commissioners. Commissioner Hoard was a former flight attendant and purser for 30 years, first with Northwest Airlines and later Delta Airlines. Commissioner Mohamed works for Air Serve, a subcontractor to Delta Airlines, and currently drives an airport cart. For additional information about the backgrounds of the new commissioners, please see the following Star Tribune article.

<http://www.startribune.com/politics/statelocal/292090851.html>

The retiring MAC commissioners are Tammy Mencil, Minneapolis, and Paul Rehkamp, Marshall, MN. Commissioner Rehkamp was the longest serving Commissioner on the MAC.

The Metropolitan Airports Commission has made some significant changes recently. There are now video cameras that record Commission meetings and Committee meetings. Also, they no longer mail printed agendas, but rather make them available on their website with a searchable format. This link will take you to the appropriate website (if clicking doesn't work, just copy it into Google or any other search engine.):

<http://www.metroairports.org/Airport-Authority/Metropolitan-Airports-Commission/Public-Meetings/Board-Meetings.aspx>

On that page, click on any meeting that has happened. Then click on “Agenda”. On the Agenda page, you can click on a blue link for any topic of interest to you. That will open a page that will show you a video of that portion of the meeting.

January Meeting Minutes

The meeting was called to order at 1904 by President Michael Lawrence.

Vivian Starr gave the Treasurer's Report. The treasury balance is \$6,640.19.

John Krack noted that printing costs seem to have gone up a bit with OfficeMax vs. Office Depot. We've used OfficeMax the last few times since Office Depot stores are closing. It was suggested that we might want to look at online printing services such as Vistaprint. We send out approximately 100 newsletters on each cycle. It was suggested that we include a more expanded event list in the Newsletter.

Dick McKenney announced that EAA will be hosting a breakfast on January 17, and another in March.

Officer elections were held. The current board agreed to run again and was re-elected by unanimous vote.

The annual financial audit was performed after the meeting by Dick McKenney and Craig Schiller. No issues were found.

Michael Lawrence announced that the Minnesota Business Aviation Association, Minnesota Aviation Trades Association, and the MN Council of Airports are sponsoring an "Aviation Day at the Capitol" of February 3rd from 1030 to 1400 at the Signature hangar at STP airport. Participants will have a chance to talk with state senators and representatives about aviation issues. The event is open to the public.

An AOPA regional fly-in is scheduled for Saturday, August 22 at ANE.

The meeting was adjourned, time not recorded.

Respectfully submitted by John Krack, Secretary, ACAA.

WANT Ads

HEADSETS FOR SALE

Lightspeed 15K ANR headset, boom mic, noise canceling, soft case, good condition. \$50

Lightspeed 20 XL2 ANR, boom mic, noise canceling, soft case, good condition. \$100

Contact Craig 651-426-4751

HANGAR FOR SALE

Contact Mavis at 763-784-3706



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

AIRCRAFT FOR SALE

- 1969 Champion Citabria (7ECA). 990 TT, 395 SMOH, Tanis Pre-Heater
- 1942 Aeronca L3-B Grasshopper. 3611 TT. 112 SMOH. Radios and Intercom. Light Sport qualified WARBIRD.

Contact Dick McKenney at 612-401-6957

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

Notes on the Financial Model Spreadsheet on the Next Page

1. 2012 and 2013 data represent actual data, 2014 is projected data based on 3 quarters of actual data and one quarter of projected data. Actual 2014 data should be available by May 2015. Since the model changed in 2013, the 2012 data was organized to follow the structure of the 2013 model and is done so for comparison purposes (so one can see trends from 2012 to 2013 to 2014). The GA revenue from MSP identified in 2012 was actual revenue to the MAC, but would not have appeared in the 2012 version of the model.
2. **Alley assessments** apply to new building areas for the first 20 years. After that, alleyway rehab is covered by the capital surcharge added to the square footage ground rent.
3. **Miscellaneous** included in the Other category includes the non-aeronautical revenue currently being generated. This includes sources such as the golf course at ANE, ballfield revenue, and one-time revenue from easements.
4. The so-called **Reliever Airport Value** is a negotiated number that attributes a monetary value of the reliever airports to MSP. It started at \$300,000 in 2006 and escalates at 3% per year. It will exceed \$400K in 2016.
5. **Total Admin** in the Expense category is a negotiated value representing the value of services provided to GA by the general MAC staff. This would include legal, development, personnel, and other administrative services. This value was set at \$509,856 in 2006 and escalates at 4% per year.
6. **Maintenance** includes money for the day to day maintenance of the airport including any supplies related to the trades (painting, plumbing, carpentry, electrical). It includes money to maintain the buildings, surfaces, and equipment excluding any related personnel costs (which is included in personnel).
7. **Other and Reimb Expenses** under O&M is typically a negative number. This is because this category is a "catch all" and includes miscellaneous expenses such as safety supplies, license and permit fees, and minor asset purchases, netted against annual funds received from MN DOT for O&M expenses. These are funds in addition to grants received for capital funding, and is funding provided to all airports in MN.
8. The cost of the capital equipment approved by the Commission in February 2015 is not in the model. The funds for the equipment had a dedicated funding source.
9. Year-end model updates will typically include projections for the next year. This version of the model does not include the 2015 forecasts.

MAC General Aviation Revenue and Expense Summary

	2012	2013	Projected 2014	Draft: 10 February 2015 NOTES
Revenue				See Note 1
Storage Lots	\$1,735,125	\$1,881,947	\$1,948,984	Storage tenant ground lease fees
Total Recreational	\$1,735,125	\$1,881,947	\$1,948,984	
Fuel Flowage	\$467,802	\$718,765	\$ 828,686	Self-explanatory
Commercial Ground	1,268,578	1,314,691	1,384,798	Commercial operator ground lease fees
Commercial Revenue	658,309	859,554	998,106	Commercial operator sales percentage fees
Landing Fee - St Paul	563,837	464,691	492,028	Self-explanatory
Landing Fee - FCM		129,452	162,066	Self-explanatory. New in 2013
Landing Fee - Anoka		80,867	94,595	Self-explanatory. New in 2013
Total Business	\$2,958,526	\$3,568,020	\$3,960,279	
Other Buildings	\$112,107	\$119,376	\$123,745	Rents from MAC-owned buildings, including hangars and the STP admin building
Hangars	-	4,500	4,500	
Alley Assessments	45,499	72,802	72,691	See Note 2
Farm	66,746	68,748	70,811	Rents from farmland
Misc	108,057	318,033	267,649	See Note 3
Sewer	25,477	31,815	13,612	Sewer and water connection fees
Total Other	\$357,886	\$615,274	\$553,008	
Value	\$358,216	\$368,962	\$380,031	Attributed Reliever Airports Value to MSP. See Note 4.
MSP GA Rent	897,869	1,085,399	1,140,812	GA ground rent from MSP. New in 2013
MSP Fuel Flowage		443,435	471,942	Fuel flowage from MSP. New in 2013
Total MSP Contribution	\$1,256,085	\$1,897,796	\$1,992,785	
TOTAL Revenue	\$6,307,622	\$7,963,037	\$8,455,056	
Expense				
Total Admin	\$645,130	\$670,936	\$697,773	See Note 5
O&M				Direct operating and maintenance cost
Personnel	\$3,255,007	\$3,688,348	\$3,363,035	Personnel assigned to the GA airports/operations
Admin	19,004	18,496	25,226	Includes office supplies, meeting room rental, membership fees, and travel
Professional Services	179,755	297,267	237,827	Primarily wildlife control at the reliever airports
Utilities	395,247	466,639	473,798	Electricity, water, heat, etc.
Operating Services	161,217	282,892	215,015	Primarily the ANE contract tower expenses
Maintenance	667,486	786,091	753,626	See Note 6
Other & Reimb Exp	(42,832)	14,985	(157,217)	See Note 7
Total O&M + Admin	\$4,634,884	\$5,554,718	\$4,911,310	
TOTAL Expense	\$5,280,014	\$6,225,654	\$5,609,083	
Operating Gain / Loss	\$1,027,608	\$1,737,383	\$2,845,973	Operations gain or loss
Total Capital Projects	\$3,666,507	\$4,421,513	\$2,772,144	Gross capital project cost (does not include equipment)
Funding	\$(1,526,260)	\$(3,482,410)	\$(1,913,055)	Outside funding sources (FAA and MnDOT primarily)
Surcharge	\$(609,850)	\$(637,025)	\$(677,209)	Ground rent surcharge for capital improvements.
Total Capital Projects	\$1,530,397	\$302,078	\$181,880	Net cost of capital projects
Total Equipment	\$62,678	\$216,289	\$885,174	Capital equipment cost. See Note 8.
Gain / Loss	\$(565,467)	\$1,219,015	\$1,778,919	The Bottom Line

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

2015 Dates: May 30 – 31, 2015

Website: www.DiscoverAviationDays.org

Email: Info@DiscoverAviationDays.org

Phone: 763-568-6072

Planning Team:

Craig Schiller	Golden Wings Museum
Email: goldenwings@minn.net	
Craig Hass	AWAM
Email: dlhass@comcast.net	
Shelly Supan	CAP
Email: skylimited@comcast.net	
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.

Anoka County Aviation Association
7629 Lakeside Rd. NE
Fridley, MN 55432

ANOKA COUNTY AVIATION ASSOCIATION MEMBERSHIP APPLICATION

