



Newsletter
Anoka County Aviation Association
ACAA

May, 2013

Next Meeting: **Monday, May 13, 2013 7:00 PM**
 EAA Chapter 237 Hangar Anoka County Airport.

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Calendar

May 13 (Mon)	7:00pm	ACAA Meeting EAA Bldg
May 18, 2013 (Sat)		International Learn to Fly Day
June 1-2, 2013 (Sat/Sun)	All Day	Discover Aviation Days ANE Airport
June 11, 2013 (Tue)	7:00pm	RAAC Meeting MAC Office Bldg
June 28, 2013 (Fri)		Newsletter Deadline Want Ads due
July 8, 2013 (Mon)	7:00pm	ACAA Meeting EAA Bldg.
July 8-10, 2013 (Mon-Wed)		EAA Ford Trimotor Rides @ ANE
July 20-21 (Sat/Sun)		Big Bomber Weekend

May Meeting

Join us at the May meeting for an update on what's going on at the airport.

Family, friends, and members of other airport associations are cordially invited. The meeting starts at 7:00 PM on Monday, May 13, 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 User,

At the time I write this message the FAA still plans to close our air traffic control tower on June 15th. As many of you may know, both the Senate and the House passed legislation which was signed into law by the president on May 1st to authorize the FAA additional flexibility in the wake of flight delays due to air traffic controller furloughs. The Reducing Flight Delays Act of 2013 ("H.R. 1765") provides a vehicle to fund the contract tower program for the remainder of FY13 as well, but no official has been announced about the funding of the 149 contract towers scheduled for closure next month. I will continue to monitor this situation and will let you know of any changes.

On June 3rd, Midwest Asphalt, a Metropolitan Airports Commission contractor, will begin to reconstruct the eastside taxiways. Construction within Phases 1 through 4 will include removal and replacement of alleyway pavements. Vehicle and plane access to the alleyways listed will be restricted, and in some cases impossible. If you need to access your hanger during the specified dates, please notify me so that arrangements with the contractor can be made.

The construction schedule is anticipated for the following dates:

Phase 1 (Rehabilitation of Alleyways Minnesota, Mississippi, and Missouri)
 Monday, June 3rd through Saturday, June 8th

Phase 2 (Rehabilitation of Alleyways Montana, Nebraska, Nevada, and New Hampshire)
 Monday, June 10th through Saturday, June 15th

Phase 3 (Rehabilitation of Alleyways New Jersey, New Mexico, and New York)
 Monday, June 17th through Saturday, June 22nd

Phase 4 (Rehabilitation of Alleyways North Carolina, North Dakota, and Ohio)
 Monday, June 24th through Saturday, June 29th

Please note that the construction is weather dependent and the dates listed above are subject to change if inclement weather conditions occur.

If you have comments or questions related to the proposed construction or schedule, please contact me at the number provided below.

I hope to see everyone at the Discover Aviation Days event June 2-3.

Safe flying,

Joe

763-717-0001

RAAC Report

By John Krack

Things have been pretty quiet since the last RAAC meeting in March. (See Vivian Starr's summary of the meeting below.) The next meeting is scheduled for Tuesday, June 11 at 7PM at the MAC general offices building at 6040 28th Ave. S. in Minneapolis. If you have any items you'd like me to include on the agenda or to bring up at the meeting, please let me know as soon as possible.

I'm expecting the first public draft of the new Commercial Minimum Standards ordinance to be released soon, and we as tenants will likely have some comments on that.

Thanks to Roger Hansen for an excellent presentation at the March meeting on what the BAPG has been doing with the local school districts to promote aerospace education to the K-12 crowd. I'm hopeful that this has planted a few seeds to attract other interested parties to help expand the concept at other airports.

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

Sequester

Well, the Tower is still open, but as of this writing is slated to close June 15. (See Joe Harris' comments above.) Congress recently passed legislation to give the FAA more flexibility in implementing their mandated cuts, but it was targeted primarily at the controller furloughs and didn't specifically cover the contract towers. At the May 6 MAC M&O meeting, Roy Fuhrmann and Mitch Kilian reported that they haven't yet heard anything from the FAA, but are optimistic that at least some of the contract towers will remain open at least through September (the end of the federal fiscal year). The FAA was authorized to use unspent Airport Improvement Program Trust Fund money to fully fund the controllers, and this could also be used to keep the contract towers open. At the AOPA Town Hall meeting on May 6, AOPA president Craig Fuller said that their discussions with the FAA and Congress indicate that at least some of the contract towers will likely remain open.

I've also been advised that the authorized AIP money comes from discretionary funds that started out as entitlement funds but were not used. The annual \$150K per reliever airport entitlement grant that MAC receives is not affected (unless the law changes, of course). However, MAC also gets a decent share of discretionary funds, and if this Band Aid continues beyond 2013, future capital projects will be affected. In addition, the AOPA folks said that not only will the mandated cuts from this year carry over to next fiscal year, but an additional 10% in cuts will kick in next year, and another 10% the following year, and so on for 10 years. (Keep in mind that this is current law, and almost certainly will be changed before we decide to throw the whole lot out and start over.)

At the AOPA meeting, Craig Fuller offered some background information that Kansas Senator Moran had bipartisan agreement on an amendment to a Senate bill to give the FAA more flexibility, but word came down from the White House to scratch that amendment, so majority leader Reid never let it come up for a vote!

On another note, I'm told that Crystal has 14 FAA employees assigned to the tower, while the Anoka contract tower does just fine with 7. And Crystal only had 44,000 operations in 2012, compared with 79,000 at Anoka, and does not have the wide traffic mix (particularly the turbine traffic) that Anoka has. Sounds like an opportunity to me! Perhaps the FAA should consider contracting out all towers except perhaps the larger airline hubs.

Discover Aviation Days

SAVE THE DATES – June 1 and 2 – for DAD 2013!

Come out to the Anoka County Airport in Blaine on June 1st & 2nd to celebrate the many aspects of aviation. Enjoy numerous aviation exhibitors, aircraft & helicopter rides, food booths and more! On display will be general and corporate aircraft, experimental and homebuilt, WWII fighters, trainers and bombers along with vintage and modern military aircraft. Those interested in a career in aviation can stop by the numerous aviation education booths, see flying demonstrations, and participate in kid's activities. A Pancake Breakfast & Lunch will be served both days. Pilot Safety Seminars and aviation programs are offered throughout both days. An evening Hangar Dance with a 15 piece 1940's swing band will be held Saturday night.

~ VOLUNTEERS NEEDED! ~

The DAD planning team is looking for more event volunteers and team leaders. To volunteer before, during, or after the event, contact Dick Houck at dick_houck@yahoo.com or Craig Schiller at 763-568-6072 or Info@DiscoverAviationDays.org.

Tenants are also requested to bring out your airplanes for static display. People will be assigned to keep an eye on display aircraft to keep spectators from doing things they shouldn't.

Visit the DAD website at www.discoveraviationdays.org for more details on the event.

Blaine Airport Promotion Group

(From Roger Hansen)

The Blaine Airport Promotion Group continues to host workshops and tours for the local schools, as well as participating in more public community events. Activities planned for the near future include:

Tuesday, May 28, University Avenue Elementary School.

THEME: BIRDS AND WINGS

Two groups will visit the airport this day

GROUP #1 ARRIVAL: at Golden Wings Museum at 10:00 A.M.

DEPARTURE: 11:30 A.M.

45 students will tour the museum in small groups being guided by instructors that provide history of the vintage aircraft with stops at stations along the tour route that provide hands on material that relate to aerospace and engineering. View airplanes that were constructed with the same principle as the Wright Brothers box kite designs and development of wing designs as technology changed through history. The primary objective of the tour will be a demonstration of wing surface function of aileron, rudder, and elevators using an actual aircraft to demonstrate controlled flight of an aircraft.

The "Bushmaster" is a cargo and passenger plane developed from the early designs of the Ford Tri-motor and is providing the opportunity for students to climb aboard, sit in a passenger seat and strap in while an instructor provides history of early passenger flight.

GROUP #2 ARRIVAL: at Golden Wings Museum at 1:15 P.M.

DEPARTURE: 2:45 P.M.

67 students will be in the group and will be provided the same tour opportunity as group #1

Our staff of instructors will be looking forward to the students' tour of the museum and to introduce them to the world of aviation and aerospace engineering.

Tuesday, June 11, Edina Public Schools Young Scholars Program

On June 11, the *Blaine Airport Promotion Group* will be host to 86 Edina Young Scholars in a program centered on the theme "TO INFINITY & BEYOND". This group of students will be advancing to 2nd & 3rd grade in the next school year and have been given the assignment to design what they perceive to be material that should be considered in a new museum. The group of students will consider the theme of the Air Space Minnesota Museum that will "Chronicle the history of flight including the past, present, and future of space travel.

The field trip schedule will include a bag lunch on the airport grounds for the Young Scholar group on their arrival time of 12 Noon. The tour and activities will focus on guided tours providing the small groups to see the collection of vintage aircraft and presentations at study stations arranged to provide hands on experience with materials associated with aerospace technology that will include material and posters for study, and demonstration of wing design and controlled surfaces of an aircraft.

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The View From Here

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Saturday, May 18, International Learn to Fly Day

BAPG will participate in this event, sponsored by AirSpace Minnesota. See more information on this event below.

Saturday/Sunday June 1-2, Discover Aviation Days

BAPG will have an exhibit at DAD.

Sunday, June 9, Spring Lake Park Tower Days

BAPG will have a display on Sunday. (The event runs from Thursday, June 6 through Sunday, June 9.)

Volunteers are always welcome to join the BAPG team and share experiences in aviation and mechanical skills along with student cadets of the Civil Air Patrol and other instructors that enjoy the opportunity to make a difference in the life of K-12 students that make their first ever trip to an airport and return to their school with a new outlook on their studies.

Check out the BAPG website at www.aneairport.org.

AirSpace Minnesota celebrates International Learn to Fly Day on Saturday, May 18

AirSpace Minnesota, a new non-profit organization formed to help grow our skilled workforce and showcase the economic impact of aerospace and aviation in Minnesota, is sponsoring an event commemorating the 1938 National Air Mail Week campaign, as described below on the www.airspacemn.org website:

To promote air mail service and aviation in 1938, President Franklin Delano Roosevelt and the U.S. Postmaster-General created a National Air Mail Week campaign in which 210 Minnesota cities adopted special seals and pilots from around the state delivered the mail to Wold-Chamberlain Field for a major celebration. The 75th anniversary of this event coincides with International Learn to Fly Day on **Saturday, May 18**, an annual event to support flying through airport open houses, flights and special events.

AirSpace Minnesota is organizing a commemorative event to reinforce the importance of Minnesota airports and aviation to Minnesota's economic past and future. On May 18, Minnesota communities are invited to send a pilot representative to a celebration in the Twin Cities, which will include:

- Send-off events at airports with participation from postmasters, mayors, historical societies and other business and community leaders.
- Arrival at the Airlake, Anoka-County Blaine Lake Elmo MAC reliever airports. Pilots will be welcomed and photographed on arrival.
- Shuttle to a ceremony adjacent to MSP at Fort Snelling, where all pilots will deliver their commemorative item and be thanked by dignitaries. An exciting social event featuring the Piccard family (for whom Jean-Luc Picard of Star Trek was named) and other special guests and activities will follow.

"This is a unique opportunity for our aviation community to engage in a coordinated media effort that highlights the value of aviation in a dynamic, high profile way," said Dale Klapmeier, Co-Founder & CEO of Cirrus Aircraft and AirSpace Minnesota Board Chair. "We hope people will have fun with this and use

it as a great kick start to cross-promote all the wonderful summer aviation events available in our region."

EVENT SCHEDULE from ANE:

- 9:00 A.M.--Noon, Young Eagles flights, EAA Chapter 237
- 11:00 A.M.--Noon, Flying Gonzo Show #1, Museum of Flight (Golden Wings Museum)
- Noon--2:00 P.M. Air Rides (for Hire), Twin Cities Aviation
- 1:00 P.M.--2:00 P.M., Flying Gonzo Show #2 Museum of Flight (Golden Wings Museum)
- 2:00 P.M.--2:15 P.M. Program remarks: Mayor(s) of Blaine, Moundsview and others.
- 2:30 P.M.--Greg Herrick Departs for Minneapolis-St.Paul International Airport.
- 2:25 P.M.--Pilot/Passengers Transportation Departs for Fort Snelling.
- 4:00-8:00 P.M. Social Event at Fort Snelling

EAA Ford Trimotor in town July 8-10 (Monday through Wednesday)

The EAA's immaculate 1929 Ford Trimotor will be touring the country this summer offering rides, and it will visit ANE on July 8-10. Rides are \$70 per adult with advance registration, \$75 walkup, and \$50 for those under 18. See the website at

<http://www.airventuremuseum.org/fordtrimotor/>

for more details and to sign up.

The aircraft will also visit Bemidji on July 1-3, Brainerd on July 4-7, and Albert Lea on July 11-14 before returning to Oshkosh for AirVenture 2013.

The Collings Foundation Big Bombers to visit ANE again this year

The "Big Bomber Weekend is July 20-21.

MAC Committee and Commission Meetings

By Vivian Starr

Management and Operations Committee 1 April 2013

Gary Schmidt, Director of Reliever Airports, provided the Committee with an update on sequestration impacts to air traffic control towers. He explained that Contract towers were being closed by the FAA throughout the country. In Minnesota, St. Cloud's tower will close on April 21 and Anoka's tower will close on May 5. MAC had filed an appeal with the FAA, but the appeal was denied. Only contract towers on airports with a direct military association seemed to win approval to remain open.

MAC staff is now working to obtain approvals for ANE's radio frequency and make the necessary equipment changes. They are also communicating with the local police and fire departments on changes to communications and jurisdiction during an emergency. MAC is also working with the FAA in drafting a message to pilots regarding the closure. MAC will be holding an on-airport safety seminar for pilots prior to the tower closing.

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MAC Committee and Commission Meetings

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Some members of the US Senate and House are continuing their efforts to restore funding. To date, they have been blocked.

Several airports have petitioned the courts for injunctions to stop the closures of their contract towers. There is a national association of contract tower operators that reportedly retained legal counsel. MAC is a member of this association.

FAA has proposed that communities self fund their contract towers. MAC spent \$5,000,000 to build the ANE tower and has been paying \$250,000 per year to maintain and update the tower equipment, all of which was based on the FAA commitment to staff the tower. These costs are part of the Reliever Airport financial model. Adding another huge expense (tower controllers' salary & benefits as well as liability insurance) to the Reliever financial model would destroy it. Minnesota Department of Transportation, Aeronautics Department does not appear to have resources to help.

Commissioner Peilen asked about FAA plans to close towers at MIC and FCM. Mr. Schmidt replied that no firm date had been established, but it would probably be a year away.

Commissioner Madigan asked about pilots using ANE to practice instrument approaches, and how that would be managed without a tower. Mr. Schmidt replied that the FAA is analyzing that issue. Possibly Minneapolis Approach Control could provide clearances when they were not busy. Mr. Schmidt added that the first month would probably see very little impact.

Considerable concern was expressed about the May 18 event at Ft. Snelling. See link: <http://ellesomar.com/airspace-minnesota-may-18th/>

The plan is for planes to fly into ANE, Lake Elmo, and Airlake, from where the pilots and passengers will be taken by bus to Ft. Snelling. Obviously, a lot of traffic will be generated over a short time period. Gary replied the event would be held as advertised, and the FAA will not provide controllers.

Commissioner Peilen asked if Blaine and Anoka have been contacted. Gary replied both cities have been notified.

MAC Chair Boivin stated that MAC does not want to assume the potential liability issues of staffing a tower. Mr. Schmidt said that contract tower operators who provide controllers carry their own liability insurance.

Chair Boivin said tenants need to be kept in the information loop.

Vivian Starr

The following is copied from the PD&E agenda. I was not present at this meeting.

Planning, Development and Environment Committee

FROM: Bridget M. Rief, Director-Airport Development

SUBJECT: RELIEVER AIRPORTS LONG TERM COMPREHENSIVE PLAN UPDATES

a. Airlake Airport
b. Crystal Airport
c. Lake Elmo Airport

DATE: March 26, 2013

In June 2008 the Commission adopted the Long Term Comprehensive Plan (LTCP) Updates for the Airlake, Crystal, and Lake Elmo Airports. As a part of that plan adoption, MAC committed to providing additional updates to the Metropolitan Council on a 5-year cycle. A summary of the anticipated planning process for each airport and a draft schedule follows.

a. Airlake Airport

The comprehensive plan update for the Airlake Airport is expected to be straight forward. The current plan calls for a runway extension to 5,000 feet and completion of the south hangar area construction.

The proposed runway extension requires the relocation of Cedar Avenue just south of Lakeville. MAC has completed the environmental scoping documents as the initial step in the federal/state Environmental Impact Statement process (required for an extension of a runway to 5,000 feet at a MAC airport). The bulk of the environmental work will not be completed for a number of years – until the project is more imminent and funding has been identified. This year's comprehensive plan update is anticipated to include updated forecasts for based aircraft and operations, noise contours, and cost estimates. We will also review new FAA runway protection zone requirements as they relate to Cedar Avenue relocation alternatives.

b. Crystal Airport

The current comprehensive plan for the Crystal Airport recommends eventual closure of two of the four existing runways, leaving one paved primary runway and one paved crosswind runway. This year's plan update is anticipated to include updated forecasts for based aircraft and operations, noise contours, and cost estimates. The long-term effects of federal sequestration relative to the closure of the air-traffic control tower will also be reviewed, MAC must complete a federal Environmental Assessment prior to moving forward with the runway closing efforts, which would be separate from the long term comprehensive planning process.

c. Lake Elmo Airport

The current comprehensive plan for Lake Elmo Airport includes a recommendation for a new hangar area and a runway extension to 3,200 feet. This year's comprehensive plan update is anticipated to include updated forecasts for based aircraft and operations, an updated runway alternatives analysis, updated noise contours, and cost estimates. Lake Elmo Airport has two runways. The primary runway is 2850 feet long (shorter than almost all of the primary runways in the MAC system), and the crosswind runway is 2,500 feet long. The current plan indicates that the crosswind runway should be extended. Based on recent indications from the FAA regarding funding and runway protection zone issues staff is considering a modification to the current recommended plan. Under consideration will be to relocate the primary runway to minimize potential neighboring impacts and cost. This evaluation will be coordinated closely with the City of Lake Elmo as they have indicated they are embarking on an amendment to their Comprehensive Plan relative to the Old Village Area which is affected by the airport zones.

MAC will follow its typical public involvement program for these three plans. The program involves at least two meetings with a number of different groups, including airport tenants, city and county staff, township representatives, and the technical advisory committee, which has staff representatives from the local FAA Airports District Office, MnDOT Office of Aeronautics, and Metropolitan Council. Staff will also hold a public informational meeting for each airport (a formal public hearing is not required), and open a public comment period for each.

The proposed schedule for all three airport plans is the same, as follows:

- Updated forecast preparation: January 2013-April 2013
- Document preparation: April 2013 - September 2013
- Public Involvement Program: May 2013 - September 2013
- Public Informational Meetings and Public Comment period: Late Summer 2013
- MAC Committee/Commission presentations: April 2013, Summer 2013
- Adoption of updated plans by MAC /Submittal to Met Council: October 2013

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

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MAC Committee and Commission Meetings

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Reliever Airport Advisory Council (RAAC) March 12, 2013

Commissioners:

Lisa Peilen, Commission Vice Chair

RAAC reps:

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

MAC Staff:

Roy Fuhrmann
Dennis Probst
Gary Schmidt
Kelly Gerads
Evan Wilson
Joe Harris
Jeff Nawrocki
Kelly Ubel

Others:

Roger Hansen
Don Rosacker
Vivian Starr

The first part of this RAAC meeting involved a lengthy discussion about the impending closing of the Control Towers on ANE, FMC, and MIC. STP will remain open. Roy Fuhrmann and Gary Schmidt briefed everyone on current expectations. Much of this discussion seems pointless to repeat due to the uncertainly coming out of Washington. As of today, Mar. 20, 2013, news media indicates that the FAA has postponed decisions until Friday, Mar. 22. Simultaneously, several Senators have proposed amendments that would restore funding to the Towers by removing a similar amount from some other part of the FAA.

The breathtaking clarity of vision coming from Washington was made evident by a MAC staff briefing on plans to move the FCM control tower from its current location to a spot near the center of the airfield. Apparently, the FAA is in the final steps of approving financing to build this new tower, possibly starting in 2014. Of course, it may be closed when it is completed.

John Krack invited Roger Hansen, Education Coordinator for the Blaine Aviation Promotion Group, better known as B.A.P.G. to tell the RAAC members about the accomplishments of B.A.P.G. This group has an amazing education outreach program to the surrounding community. Here is a link to their website: <http://www.aneairport.org/default.htm>

As John Krack noted, every general aviation airport should have a program like this!

During the question and answer period, staff said that the facility acquisition fee and sub lease fee were being reviewed as they are not performing as expected. As an example, a row T-hangar at Lake Elmo that is for sale cannot find a buyer because the hangar sits on a large lot. The facility acquisition fee would effectively double the selling price. This is not what MAC intended!

Joe Harris briefly spoke about the rewrite of Commercial Minimum Standards. Protecting the investment of current operators, while encouraging growth on the airports, is the goal. When asked about Flying Clubs, Gary Schmidt said that "Flying Clubs will like what we say."

Patrick Moynihan said LVN is planning a pancake breakfast.

Pat also mentioned soil subsistence around LVN resulting in water flooding some hangars. Staff promised to have a look at the problem when the snow and ice are gone.

John Krack asked if ANE's Blaine Aviation Days might be allowed to have an airshow. He received a resounding "NO".

The next RAAC meeting is scheduled for June 11, 2013.

May ACAA General Meeting Minutes

The meeting was called to order at 1906 on March 11, 2013 by President Michael Lawrence.

Attending officials:

- Roy Fuhrmann, MAC Vice President of Management and Operations
- Joe Harris, Airport Manager

The January minutes were approved by voice vote as published in the March Newsletter.

Treasurer's Report: Treasurer Vivian Starr reported that the treasury balance as of the end of February was:

Checking:	\$1432.63
Savings:	4908.85
Total:	\$6341.48

Expenses included a \$200 donation to EAA.

John Krack then introduced Roy Fuhrmann the MAC Vice President of Management and Operations.

Roy gave us a brief summary of his background: He's been with MAC for 20 years. He started as the assistant manager for tenant relations, then moved on to noise abatement, and most recently was the director of environment. In his current role, he oversees the management and operations of MSP and the Relievers, as well as the airport fire and police departments. His background also included 22 years in the Army National Guard flying Hueys and Cobras. He lives at Skyharbor Airpark near Elko, MN.

Roy talked about the sequester, noting that FAA funds are tied to specific line items, and the percentage cuts must be made within each line item. Since contract towers are part of a larger line item, the FAA is free to disproportionately cut contract towers compared to other services within that line item. The Anoka tower is scheduled to close April 7. MAC is drafting a letter to the FAA, but it appears to be an uphill battle, given the fact that traffic counts have declined from 180,000 annual operations when the tower opened to around 80,000 today. Roy noted that our tower has done a great job with seven people, and added that if it closes, tenant meetings will be scheduled to discuss the transition. His suggestion is that we contact our Congressional delegation and ask them to allow more flexibility on line item cuts.

The extent to which the tower closing will impact the Reliever Airport Financial Model is not clear, but there will certainly be a cost to take it out of service. Many corporate flight departments require their aircraft to land at towered airports, but it's not clear where the traffic would go.

Roy also pointed out that our system is a great model for cost sharing: MAC owns and maintains the building, and the FAA provides the staff.

Craig Schiller, noting that the FAA threshold for keeping contract towers open is 150,000 operations per year, wondered if there is an aircraft diversity component in their guidelines. He also asked about other sources to cover the cost, given that the FAA has said that others can fund the towers. Is MAC open to funding the staffing of

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May ACAA General Meeting Minutes

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the Anoka tower? Roy said that they haven't ruled it out, but they are not looking at it now.

Chuck Datko suggested that this whole thing may lead to pay as you go services.

Michael Lawrence agreed that there are lots of unknowns, but pointed out that MAC has designated ANE as a 2nd tier growth airport, and there has been a lot of business investment.

Someone mentioned that corporate jets will not fly a pattern. They'll be under IFR control and will fly straight in. This could create a conflict on a marginal VFR day where IFR approaches use 27 due to weather, and pattern traffic uses 18 or 36 due to wind. The FAA wants to hear input other than safety, presumably believing that all pilots are trained in non-towered airport procedures and safety will take care of itself. (To which someone responded that drivers are trained to stop at stop signs, but we still have accidents where they fail to do so.)

If corporate traffic avoids ANE, where will they go? MSP has the airfield capacity, but what about the landside capability. Signature has a big ramp, but is it enough? St. Paul also has excess capacity.

In other news:

- Roy said that they will be providing resources to airport managers to help encourage aviation.
- Someone noted that both FCM and MIC are "locked up" to outsiders, who cannot get in without a gate code or someone letting them in. ANE is unique in that we have a setback from the main road.
- Chris Roy at MnDOT is transitioning out.
- Overall, MAC is pleased with the system. They're challenged with the development process. They want to continue support for low cost competitors at MSP, and are trying to attract additional carriers.
- There will be an RV Flyin at Roy's place the third Saturday in September.
- Joe will be taking out a bunch of obstructions around the 18-36 approaches.
- Craig Schiller asked if the ACAA would fund food vouchers for DAD volunteers again this year. Joe Harris stepped up and said MAC would cover them.

The meeting was adjourned, time not recorded.

Respectfully submitted by John Krack, Secretary, ACAA.

WANT Ads

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 rbbenasutti@gmail.com

Twin Size Hangar at FCM for Rent

44' Door, 42' Deep

Gary Rosenwinkel 952-393-8741

AIRCRAFT FOR SALE: 1970 Mooney M-10 Cadet. 1135 hrs TT, 650 SMOH. SL-40 Comm/Intercom, Xpdr Mode C. Hangared at ANE. Call Craig @ 651-426-4751

AIRCRAFT FOR SALE:

- 1969 Citabria Champion 7ECA. Spring landing gear, Tanis heater, 115HP Lyc. 920hrs. TT. 370 hrs SMOH. See at ANE and take a test flight if you like it.
- 1942 Aeronca L3C. Fully restored warbird. 65HP Cont. Hand Radio. Complete manuals and plans, Army flying and maintenance manuals.

Call Dick McKenney @ 612-789-7853 anytime.

WANTED: Contributions for Blaine Airport Promotion Group. See www.aneairport.org for details.

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

2013 Dates: June 1-2, 2013

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.

