



Newsletter
Anoka County Aviation Association
ACAA

Next Meeting: **Monday, May 11, 2015 6:30 PM (NOTE TIME CHANGE)**

May, 2015

EAA Chapter 237 Hangar Anoka County Airport.

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Calendar

May 11, 2015 (Mon)	6:30pm	ACAA Anniversary BBQ EAA Building
May 30-31 (Sat/Sun)	All Day	Discover Aviation Days
June 9 (Tue)	7:00pm	RAAC Meeting MAC General Offices
June 20 (Sat)	9am-7pm	Patriot Ride Key Air
Aug 22 (Sat)		AOPA Regional Fly-in Anoka Airport

May Meeting – ACAA Anniversary BBQ

In celebration of the ACAA’s 25th anniversary, we’ll be having a BBQ and social evening instead of our usual business meeting. We’ll grill up some hot dogs, serve cake and ice cream, and visit with each other about flying and the airport.

NOTE THAT WE’LL START AT 6:30 INSTEAD OF OUR USUAL 7:00.

Family, friends, and members of other airport associations are cordially invited. Let’s have a great turnout. Hope to see you there.

Around the Airport

By Joe Harris, Interim Airport Manager

Dear Anoka County-Blaine Airport Tenants and Users,

MAC staff strives to keep airports operationally safe and free of all boats, trailers, recreational vehicles, cars and unwanted items from airport property and hangars. As you may know, in 2010, the MAC adopted Ordinance No. 112. This ordinance outlines the Reliever Airports Maintenance Standards. The outside storage of items and the outside storage of any type of motor vehicle/recreational vehicle/trailer is not acceptable on Commission property or on leased property.

Staff does its best to reach out to tenants via phone to have a conversation about outside items first. However, if we are unsuccessful at making contact or in some cases an item has been promised to be removed and it has not, a letter may be sent or the item may be tagged and towed. Inappropriate use of hangar space is also not acceptable. Tenants are not allowed to use hangars to store items or operate a business. This continues to be a problem in a few hangars and will be addressed on an individual basis.

The Anoka County-Blaine Airport is such a beautiful airport and is a precious resource of land. We want all tenants and users to be respectful neighbors and aviation enthusiasts. I appreciate the conversations with tenants about this issue. We have made a lot of progress in a few weeks, but the work will continue.

Glenn Burke has been hired to serve as the airport manager of ANE and Crystal. He will start June 2, 2015. Many of you are familiar with his work managing South St. Paul Fleming Field. We are excited to have Glenn join our team.

If you have any questions, please call me at 651-224-4301.

With regards,
Joe

RAAC Report

By John Krack

Next RAAC Meeting – June 9th at MAC General Offices

Our summer Reliever Airports Advisory Council (RAAC) meeting is scheduled for Tuesday, June 9, 7PM at the MAC General Offices, 6040 28th Ave. S. in Minneapolis.

Our spring meeting was held on March 10 at the St. Paul Downtown airport. See Vivian Starr’s summary of this meeting below.

Non-aeronautical Revenue has been the big issue the past two months. Following the “no progress” report at the March meeting, I’ve met with Commissioners Peilen and Deal, and with Jeff Hamiel, to try to get this moving. It’s been on the plate for a little over nine years, with still no properties under lease. It was a major discussion topic at the May 4 M&O meeting on Monday, and I think the Commissioners are sufficiently aware that we’ll see more attention given to this project. Granted, there’s a certain amount of complexity here, and dependency on outside organizations, and we did have an economic downturn a few tears back, but nine years???

As I note in my opinion piece below, this is important because it’s a potential revenue stream that doesn’t impact tenants. Although the financial model right now shows positive numbers (see below), this won’t always be so, and NAR can provide additional revenue to take up the slack when the variable user fees drop.

The 2014 financial model numbers were presented to the Finance & Administration Committee on May 4. The “bottom line” was about \$330K lower than the projections we published in March, but was still very positive at \$1,447,541. The full report is available online at:

http://metroairports.granicus.com/MetaViewer.php?view_id=1&clip_id=1407&meta_id=5181

The draft Lake Elmo Long Term Comprehensive Plan was presented to the Planning, Development, and Environment Committee on May 4. The link to the video and agenda is:

http://metroairports.granicus.com/MediaPlayer.php?view_id=1&clip_id=1408

MAC Commission and Committee meetings are webcast live, and the agendas and videos are archived on their website. The master meeting list is available at:

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RAAC Report

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

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

New Airport Manager

He doesn't start until June 2, but the word is out on who our new airport manager will be: it's Glenn Burke, currently the manager at South St. Paul's Fleming field. Glenn will also manage the Crystal airport. Vivian Starr sent the following bio information about Glenn from the Fleming Field website:

Glenn has been the Airport Manager of Fleming Field for the City of South St. Paul, MN since 1994. Glenn is successful in his management of the airport and has brought about numerous changes.

Glenn started his journey to Fleming Field in New Jersey where he went to Ocean County College studying Property Management and Construction. After 9 years in the Property Management and construction field Glenn decided on a career change. He moved to North Dakota to continue his education in Airport Management. He earned his Bachelors Degree from North Dakota State, graduating in 1994. He moved to South St. Paul and took over the management of the Airport. He has earned his Certified Member (C.M.) status from the American Association of Airport Executives (AAAE). He has also obtained his Private Pilot's license.

Non-Profit and Civic Leadership

AAAE – Great Lakes Region member
Minnesota Council of Airports: Past Chairman & Member of the Board of Directors 1998 – Present
Holy Trinity School Board 2005 – 2013
Kaposia Classic Hockey Tournament – Co-Chair 2013 – 2015"

Several of us met with Glenn awhile back looking for ideas that might benefit the MAC airports, and I was impressed with his creative thinking. I talked with him via phone last week and he sounded enthusiastic about his new role. Personally, I'm excited that he's joining the MAC system, and look forward to working with him. In my view, Joe Harris is a tough act to follow, but I think Glenn might just pull it off. I invited him to our May meeting, but he has another commitment, and hopefully can join us in July. An early "Welcome Aboard," Glenn.

Non Aeronautical Revenue (NAR)

This has been a big focus for some of us the past several months. As you may know, the initiative was launched nine years ago to develop parcels at the Reliever Airports that were unsuitable for aviation use, with the objective of creating a significant revenue stream to support the MAC policy of making the Relievers financially self-sufficient. So far, no parcels are under lease, and only one (at Flying Cloud) has been turned over to the marketing company (CBRE) hired by MAC to try to find tenants. Two others at FCM are awaiting FAA land release, and two at ANE are awaiting approval by the City of Blaine. One other parcel at ANE that was not on the MAC list of candidate properties because of environmental issues has been targeted by Flight Line for an event center/restaurant, but even that (the only serious project on the table) has been fraught with obstacles and delays over the last ten years.

The reasons for these delays are many, and I'm still trying to understand it all, but in a nutshell here's what I know so far:

- **Environmental Issues.** Any environmental issues, such as wetlands or protected plant/animal species, must be assessed and

dealt with, usually through a process called mitigation where the land owner buys wetlands or land with the protected species somewhere else and agrees to protect the purchased land forevermore. Mitigation plans for plants and animals must be approved by the DNR, and for wetlands by the regional watershed district. This can get expensive and definitely takes time. In some cases a Federal Environmental Impact Study must be done, which adds to the cost and delay.

To get around this, MAC has chosen to set the boundaries on their leasable parcels to exclude any environmentally sensitive portions so they don't have to deal with the resultant issues. If a potential developer wants to lease the entire parcel, he or she is responsible for all the environmental work, which could take years and many thousands of dollars to complete.

- **FAA Land Release.** Before a parcel can be used for non-aeronautical purposes under a long-term lease, the airport owner must obtain a land release from the FAA. This is one of the restrictions the FAA imposes when they grant money to an airport. These land releases can take a year or more to be approved (the FAA marches to its own drummer), and by the way, any environmental issues must be resolved before the FAA will even consider a land release request. The airport owner can issue short-term leases (in the neighborhood of three years) without FAA approval, but few developers are likely to make an investment without a long-term guarantee.
- **Access.** Access to the parcel must be designed (typically by the developer with cooperation as necessary from MAC), and approved by MnDOT and the FAA. One key requirement: it must not allow the public to inadvertently stray onto the airfield operational areas.
- **City Council Buy-in.** Although not legally required to do so, MAC, to be good neighbors, reviews their plans with the host city to ensure compatibility with the city's zoning codes and planning objectives. This is important because the city has to eventually issue the permits, and it's to the city's advantage to cooperate because it will have a positive economic impact and generate property taxes.
- **Marketing.** After the various studies and approvals are done, the parcel is turned over to CBRE (a professional commercial property marketing company) for marketing to a developer/lessee. CBRE's job is to find a qualified candidate who wants to lease the property. They say there has been lots of interest in the one parcel available at FCM, but no takers yet.

One of the challenges is that in the midwest, it is customary for the developer to buy the land rather than lease it. (Leasing land is more common in other parts of the country.) So there's some resistance from that standpoint. CBRE is optimistic that this can be overcome, but it may take time. Another concern is the lease terms. Typically a developer would be looking for a 30-40 year lease, and MAC is not accustomed to issuing leases for that length of time, so MAC will have to review their policies when that comes up.

Finally, current MAC policy prohibits putting any significant resources (money or staff time) into facilitating a developer's preparation of the (non-aeronautical) land for construction. MAC will apply for FAA releases, work with cities on appropriate uses, and sign off on things like environmental mitigation and road access, but it's basically up to the developer to do all the legwork and pay all the upfront costs. This is in contrast to the private sector standard where the landowner typically makes the parcel "shovel ready," and recovers the cost in the sale or lease terms. It's not clear to me how much of this policy is internal to MAC and how much might be dictated by FAA covenants, nor how much it might cause a potential developer to walk away. Right now it is what it is, and time will tell whether it's workable.

As can be seen, this is not a simple process, though except for the FAA constraints, most of it needs to be done for any property

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The View From Here

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development. In addition to the economic downturn starting in 2007-2008, I believe that MAC has encountered a significant learning curve in figuring out how to get these properties under lease. However, that still doesn't justify why we're at nine years and counting, and still no results.

At the January RAAC meeting, we were told that the two ANE parcels were ready for Blaine review, and this was expected to take two city council meetings. In March, we were advised that MAC was waiting for conceptual drawings from SEH (an engineering firm under contract with MAC) before going to Blaine.

Since the March RAAC meeting, I've discussed this initiative with Commissioners Peilen and Deal, with Jeff Hamiel, and with Craig Schiller from Flight Line. I also offered some comments at the May M&O meeting. Commissioner Deal, (who's in the commercial real estate development business) says the commercial real estate market is exploding right now, and this is an opportune time. I'm hoping that MAC will put some serious emphasis on this, and get some of these properties under lease soon.

[After the M&O meeting, Vivian Starr and I had a discussion with Bridget Rief, director of airport development. In all fairness, Bridget explained that it was her belief that MAC was ready to go to the Blaine City Council in January, then Blaine decided to review their zoning policies and update them to include airport property, as Eden Prairie did a while back. So the delay in getting the ANE properties to CBRE may not be MAC's doing. I don't have an update on Blaine's timetable.]

Finally, we need to discuss why this is so important. In 2006, the Commission adopted a policy to make the Relievers financially self-sufficient. This means that very little money generated from MSP activities (primarily parking and concessions) is used to subsidize the Reliever Airports. Non-aeronautical revenue was sold as a viable and lucrative revenue stream that did not impact airport tenants and users. This was a big selling point for the self-sufficiency policy, as initial annual revenue estimates were in excess of \$1.3M when fully implemented. If non-aeronautical revenue had not been included, the initial financial model would have been DOA, and the Commission might have taken a completely different approach.

By 2012, it was obvious that the old model wasn't working (for a number of reasons, not just NAR) and MAC was able to maintain self-sufficiency by diverting GA revenue from MSP and implementing landing fees for turbine aircraft at ANE and FCM (NAR was not included in the new model.) So far, so good – the numbers are positive – but what happens as costs increase, and the next economic downturn drops revenues? Temporary drops are expected, but what if they're long-term? Without an "external" revenue source or more revenue sharing from MSP, the only other avenue I see is more or increased user fees. That's what we're trying to head off.

Actually, in my view, it's not the NAR itself that's the issue, but where additional revenue will come from when needed. We know that NAR takes several years to develop, the opportunity is now, and if it's allowed to continue to languish, it won't be available when needed and can't be done quickly. Since this was a MAC proposal that's been on the plate for over nine years and has not produced a dime, it's time to either make it happen or kill it.

But if it doesn't materialize, then what???

Having said all that, at this point I'm confident that the recent discussion will bring some serious focus to this program, and we'll start seeing some positive movement.

Update on "Rommelspargel"

You may recall Don Johnson's March article about the stumps off the departure end of runway 9, which he likened to Rommel's WWII strategy to discourage allied glider landings in German territory, dubbed "Rommelspargel" or "Rommel's Asparagus". Well, Don

reported on March 18 that the stumps were gone! Thanks, Don, for pointing this out, and thanks, MAC, for taking care of it. Who knows, it might save someone's life.

Minnesota Pilots Association Gathering

I attended both days of the Great Minnesota Aviation Gathering. Dr. Corfman and his team did another outstanding job with the event, and for me it was well worth the time. There were many excellent seminars and speakers, and some interesting vendors. Several of the sessions I thought outstanding were:

- Greg Herrick gave a very informative talk about some of the vintage aircraft in the Golden Wings collection, particularly the historical significance of the Ford Tri-motor.
- Neil Oatey, one of our tower controllers, offered some "words of wisdom" about flying around the airport:
 - Don't hang around just outside of controlled airspace without talking to someone. There may be someone right next to you inside the controlled airspace and neither of you know the other is there. It's legal, but not safe. Allow yourself a buffer.
 - At the airport, keep your pattern standard unless authorized to do otherwise by the tower. Always fly left traffic until advised otherwise. When arriving or departing, stay at pattern altitude until well clear of the pattern. If you have a special request, ask.
 - When approaching the airport, you should be in contact with the tower by five miles out, at the latest. Eight to ten is better. Reporting over a landmark (e.g., the I35 split) is better than direction/distance.
 - When practicing approaches, understand that Approach Control at MSP is the only authority that can clear for approaches.
- The FAA hypoxia chamber was particularly interesting. They had a sealed chamber with an airlock that would seat about five people. They had a number of oxygen extraction machines set up to extract the oxygen from the air in the chamber to an equivalent altitude of about 25,000 feet. The pressure was normal atmospheric pressure, but it was a very low oxygen environment.

After a briefing, a group entered the chamber with a pulse oximeter and a sheet with puzzles. Oxygen masks were there in case they were needed. We tried to work the puzzles, and each minute recorded our symptoms and blood oxygen saturation level.

The exercise lasted about five minutes. In my case, the most predominant symptom was "air hunger," accompanied by slight dizziness and difficulty concentrating. My oxygen level never got below 70%, which was comfortably above the level we were instructed to go for oxygen, but not a level I would be wanting to try to fly an airplane (or do much else). It was a good, safe way to experience the effects of hypoxia, which can of course occur at much lower altitudes than 25,000 feet, but knowing what to look for can provide an early warning to put on the O2 or descend.

- Darrell Bolduc talked about when (and when not to) use carb heat.
- Several speakers talked about ADS-B

Newsletter Archives

To help mark our 25th anniversary, I'll be reprinting on a space-available basis some of the articles from the early days of the Association. See Page 6 for the first installment.

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The View From Here

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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

[Editor's Note: I left this in from the March issue as a reminder.]

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 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

Reliever Airports Advisory Council – 10 March 2015

By Vivian Starr

Attendees:

Commissioner:

Lisa Peilen

RAAC reps:

John Krack, (Chair) ANE
Peter Dahl, FCM (absent)
Patrick Moynihan, LVN
John Renwick, Lake Elmo, 21D
Glenn Weibel, STP
Bruce Wiley, MIC (absent)

MAC Staff:

Roy Fuhrmann
Gary Schmidt
Kelly Ubel
Al Dye
Neil Ralston
Joe Harris, Manager: ANE, Lake Elmo, STP
Mike Wilson, Manager: LVN, MIC, FCM

This RAAC meeting was held at the historic terminal building at STP. The interior of the building has been beautifully restored by MAC.

Gary Schmidt gave a brief summary of non-aeronautical revenue for the Reliever Airports. At FCM, one parcel is being marketed. However, developers are reluctant to consider land leases, as they prefer to purchase vacant land parcels. This is an on-going obstacle for all Relievers. At ANE, 2 parcels have land releases from the FAA, and MAC is developing concept drawings to try to obtain City Council approval. At Lake Elmo, there was in inquiry from a bus company about building a bus barn, but, as it turned out, they were just doing "due diligence" before trying to purchase land elsewhere. Both Lake Elmo and Airlake might get solar farms eventually. Commissioner Peilen asked about MIC. Gary responded that Hennepin County is developing light rail plans along Bottineau Blvd which is a significant obstacle.

John Krack noted that non-aeronautical revenues is "just not happening" despite years of discussion. Roy Fuhrmann responded that CVRE has been hired by MAC to market a parcel at Flying Cloud.

John Krack added that Craig Schiller had been trying for years to develop a parcel on ANE but is being held up by environmental concerns. There are some endangered orchids on the parcel he wants to build on. Apparently, the only entity that can undertake mediation is the land owner—MAC.

Al Dye, a project manager and engineer at MAC, reported that there have been no changes to the 2015 Capital Improvement Plan since the last RAAC meeting.

Neil Ralston, MAC's Airport Planner, provided an update on the Reliever Long Term Comprehensive Plan. He said there are no changes for Lake Elmo since the last RAAC meeting. The draft report is ready and probably will be presented to the Commission in May. Plans for MIC are progressing with a goal of right sizing the airport. LVN plans include addressing the Cedar Avenue relocation with the FAA.

Gary Schmidt reviewed the acquisition of new capital equipment for the Relievers. There is something for each Reliever. This is a really good deal for the tenants as the equipment is being paid for by PFC (passenger facility charge) money, and will not be attributed to the

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March RAAC Meeting (Continued from previous page)

Reliever financial model. In other words, we tenants do not pay for it. The credit for this goes to Roy Fuhrmann.

Gary also said MAC was trying to resolve current fueling problems at MIC.

Joe Harris gave a lengthy and enthusiastic report on the Hockey Day Minnesota Event at STP this past winter. The event was a huge success and Joe gave a lot of the credit to MAC Commissioner Pat Harris who was a constant and hard-working presence at STP for the two weeks prior to the event. Of course, Joe Harris deserves a lot of credit also. In his report Joe said that all the hockey players were allowed to use the beautiful STP terminal conference room as a "locker room" during the games, and they were so respectful of the perfectly restored building, that MAC staff could find no damage when the games were over.

Gary Schmidt said that interviews will be held this coming week with 7 applicants for a new manager for Anoka and Crystal airports. Of the seven, 5 are from outside Minnesota and two are from rural Minnesota. There were no applicants from within MAC.

Comments from the Reliever reps to RAAC:
Lake Elmo—John Renwick reviewed efforts to change the identifier, 21D, to something that will be compatible with FAA protocols and National Oceanic and Atmospheric Administration protocols in current aviation electronics. As an example, consider Crystal where the FAA uses MIC and NOAA used KMIC.

Mike Wilson provided a summary of coming events this year at the Relievers:

April 10-11 ANE Great Aviation Gathering with the Minnesota Pilots Association.
10 AM to 9 PM on Apr. 10 and 8 AM to 4 PM on Apr 11

May 30-31 ANE Discover Aviation Days
8 AM to 4 PM both days

June 3 FCM Annual Airport BBQ 11 AM to 4 PM

June 21 MIC Father's Day Open House 7 AM to 2 PM

June 21 STP FAA ACE Camp 10 AM to 3 PM Aviation Career Education Camp for 10th, 11th, 12th Grade Students.

June 21 Lake Elmo Civil Air Patrol Father's Day pancake breakfast 8 AM to 12 PM.

July 10-12 Airlake Airport Pan-O-Prog Fly-In 9 AM to 5 PM To promote aviation and community awareness.

July 11-12 FCM Air Expo Aviation Career Education Camp for 10th, 11th, 12th Grade Students.

Aug 16 Lake Elmo Airport Aviation Day 8 AM to 4 PM

Aug 21-22 AOPA Fly-IN 8 AM to 4 PM AOPA President Mark Baker will speak. Event for members plus pilots, and those wanting to learn to fly. A regional event.

Sept 14 ANE Annual Airport Picnic 5 PM to 7 PM

March Meeting Minutes

The meeting was called to order at 1901 by Secretary John Krack.

Approval of the January minutes as published in the March Letter was moved, seconded, and passed by voice vote.

Vivian Starr gave the Treasurer's Report:

Checking:	\$1,362.11
Savings:	4,910.71

Total:	\$6,272.82

The Treasurer's report was moved, seconded, and passed by voice vote.

Special Guest Kevin Gruys of the Aircraft & Marine Insurance Agency gave a talk on aircraft insurance. He played a short video that outlined several topics that have gotten people into trouble, and stopped after each topic to explain the situation and offer suggestions to avoid problems. The video is available at:

<http://www.aircraft-marine.com/aircraft-insurance/aircraft-insurance-faq/>

The topics covered by Kevin included:

Policyholder's Name: Make sure the policy includes the name the aircraft is registered under, plus the names of any others who need to be covered. Check with your agent for details.

Aircraft Use: Make sure the way the aircraft will be used is reflected in the policy. If you give flight instruction in your aircraft, for example, make sure that's covered. If you do cost sharing with someone, make sure that's OK with your insurer.

Airport: The policy must show the airport where the aircraft is based, and whether it's hangared or tied down. If you keep it at a grass field, for example, and claim it's based at a paved airport, you may not be covered.

Pilot Information: This must be accurate. For example, if you file a claim, you will need to verify the number of hours you reported when you applied for the policy. No "guesstimates."

Liability Limits: Don't assume you can hide behind legal barriers such as an LLC. Make sure you carry enough liability coverage. Talk to your attorney and accountant if not sure.

Open Pilot Warranty: If someone else flies your plane who is not named in the policy, make sure they meet the Open Pilot criteria or you may be on the hook if they get into trouble.

Aircraft Physical Damage: Make sure your hull coverage is adequate. If you make improvements, talk to your agent. Removing equipment (such as a new radio) before the adjuster gets there is a no-no.

Policy Territory: Make sure you're covered wherever you fly. If you're flying outside of the country, check with your agent.

The bottom line is: Read your policy, bug your agent if you have questions, and if you do anything out of the ordinary, make sure you're covered. Not doing so, and having a problem, could result in a very expensive surprise.

Thanks to Kevin for a most informative and entertaining presentation.

And thanks also to Randy Delfel from EAA 237 for setting up the video equipment/

Craig Schiller reported on Discover Aviation Days. Planning is going well. Volunteers are needed.

The AOPA Regional Fly-in on August 22 is geared toward pilots. Although the public won't be kept out, they won't be actively solicited. Approximately 40 AOPA people will be there to "run the show," but they'll be depending very heavily on local volunteers.

The meeting was adjourned at 2016.

Respectfully submitted by John Krack, Secretary, ACAA.

From the Archives

The following article is from May, 1995. Although the issue has long since been resolved with the AWOS system, it was a big item 20 years ago.

WEATHER REPORTING SERVICE

By John Krack

We are trying to get the MAC to establish a regular weather reporting service at ANE. ANE and Lake Elmo are the only airports in the MAC system which do not have this service, and given the level of activity at ANE, this service is long overdue. We feel that all airport users - VFR and IFR operators alike - would benefit from the service.

At an April 7 meeting with Jack Eberlein and several ANE-based businesses to discuss the need and possible solutions, several significant points were made:

1. Several businesses on the field operate under Federal Aviation Regulations Part 135, which requires current weather information, reported by a certified observer, before commencing an instrument approach. In instrument conditions, these operators MUST divert to another airport, typically MSP, causing inconvenience and expense for the operators and increased traffic at MSP at an already busy time. The same situation exists for transient Part 135 operations which would prefer to land at Anoka.
2. A certified weather reporting service makes the airport more attractive to businesses, both Part 135 operators and others.
3. Having up-to-date weather observations benefits all pilots who use the airport by adding current weather information to the decision-making process.
4. Safety would be enhanced by reducing VFR operations in marginal weather conditions. Whereas today a pilot might go up to "take a look" if the weather looks reasonable, weather reporting would allow this decision to be made on the ground. The current situation is undesirable for both the VFR pilot, who could stumble into worse-than-expected weather (as I once did), and to instrument pilots approaching the airport, who may not see the VFR traffic. The latter situation is of particular concern since traffic in the Anoka pattern cannot always be seen on Approach Control radar.
5. The preferred, and most cost-effective, solution is to install an Automated Weather Observation System (AWOS), which observes and reports weather 24 hours a day, 7 days a week without human intervention. An AWOS system at St. Paul Downtown is scheduled to move to Anoka when St. Paul's ASOS system is enabled for aviation use, but this program has already been delayed for several years, and there is no confidence that it will happen anytime soon. Another system has been installed at Rosemount to monitor weather during the new airport decision process. Either of these systems could fill the need at Anoka County if the programs requiring their present use could be completed quickly. Alternatively, a new system could be purchased. The cost of a new system is around \$60,000.
6. In the meantime, one of the operators on the field is certified, and has the equipment, to perform manual weather observations. He currently does this irregularly as needed for his operation, but is willing to provide regular reports for \$5 per observation, which is considered reasonable for this type of service. This option could be initiated immediately, and terminated when an AWOS system is installed. The estimated cost is \$20,000 to \$44,000 per year depending on coverage.

Jack Eberlein supports this objective (and in fact has unsuccessfully tried to bring it to a resolution since the meeting), but has no money in the 1995 or 1996 budget to do it. Therefore, we must push it from the top. In a letter to Jeff Hamiel, Executive Director of the MAC, with

copies to each Commissioner and key operations staffers, I have requested that the MAC take prompt action to establish this service by:

- a. Installing an AWOS system this year, either by moving the one from St. Paul or Rosemount, or by purchasing a new one.
- b. If this is not feasible, contracting for manual weather observations until an AWOS can be installed.

I'll keep you posted on the response.

WANT Ads

HANGAR FOR SALE

Heated, 40' x 50' with bathroom
Contact Len at 651-395-1865

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.

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 651-224-4301

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
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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.

