



Newsletter
Anoka County Aviation Association
 ACAA

Next Meeting: **Monday, September 8, 2014 5:00 PM**

September, 2014

Annual ANE Picnic MAC Maint. Bldg. Anoka County Airport.

© 2014 Anoka County Aviation Association. All rights reserved.

NOTE LOCATION AND TIME CHANGE

Calendar

Sep 8, 2014 (Mon)	5:00pm	ANE Picnic MAC Maint Building
Sep 9, 2014 (Tue)	7:00pm	RAAC Meeting MAC General Offices 6040 28 th Ave. S
Sep 20, 2014 (Sat)	11:00am - 4:00pm	STP Open House STP Airport
Oct 31, 2014 (Fri)		Newsletter Deadline Want Ads due
Nov 10, 2014 (Mon)	7:00pm	ACAA Meeting EAA Building

September Meeting – Annual Picnic

Our September meeting will be our 6th annual ANE BBQ/Picnic, to be held on Monday, September 8, at the MAC building (next to the Tower) from 5 to 7 PM.

The event, sponsored by the ACAA and the MAC, is for airport tenants, users, businesses, and their families and friends. This event has grown into a fun gathering for our airport community.

Hope to see you there.

There will be no ACAA business meeting, and elections will be deferred to the November meeting.

Around the Airport

By Joe Harris, Airport Manager

Dear ANE User,

Good News - Airport businesses in conjunction with the Blaine Airport Promotions Group entered into a partnership with the "Minnesota Flyer" publication. The Minnesota Flyer has agreed to dedicate print space in its monthly magazine to equal the amount of advertisement space purchased by ANE organizations. This is a great vehicle for us to highlight stories and activities taking place at our airport. This will give us an opportunity to shed some light on events, projects, users, employees, and organizations. If you have an interesting topic that you think we should know about, please let me know.

On July 22, 2014 – The MAC hosted a Pilot Shortage Industry Forum at the MSP Conference Center. Aviation leaders throughout the Upper Midwest gathered to learn more about short and long term pilot shortage issues. A national debate continues to loom over the industry related to academia, training requirements, wages and benefits and retirements. Some regional airlines have experienced difficulty in hiring pilots, which could have a profound impact on regional commercial air service communities, including large hub airports which augment their operations. It was a fascinating day to hear first hand from regional airline CEO's, airport officials, higher education academic leaders, state economic and development officials, as well as industry tracking experts. This issue will continue to linger with increased pilot

training requirements coupled with the investment to obtain a commercial pilots license.

September 8, 2014 – The Annual Airport Picnic will be held at the MAC Maintenance building. This event has really blossomed into a wonderful evening for our community. Food will be served from 5:00 p.m. to 7:00 p.m. All are welcome to attend. Moreover, we will be recognizing an airport tenant for their outstanding contribution and promotion of the airport. I hope to see you there.

Regards,
 Joe Harris

If you have any questions, please call me. I can be reached at **763-717-0001**.

RAAC Report

By John Krack

Things have been pretty quiet this summer (at least from my perspective). The next RAAC meeting is scheduled for Tuesday, September 9, 7PM at the MAC general offices.

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

BAPG

Congratulations to the Blaine Airport Promotion Group (BAPG) on receiving their 501(c)(3) non-profit designation from the IRS. This makes them eligible to receive tax-deductible contributions from the private sector, and also opens the door to receiving various kinds of assistance from public agencies and other non-profit groups. This is a big step forward, and should enable this group to expand their public service efforts to get our communities engaged with the airport in a very positive way.

Their programs with the local schools have been very popular, and they're talking about setting up an adult airport tour program and branching out to other airport promotional activities. All of this takes people and money, so think about volunteering or contributing to this very worthwhile effort to promote the airport to the general public. Visit their website at www.aneairport.org, or attend a meeting at Twin City Aviation on the second Thursday of the month at 0800.

STP Open House

MAC is sponsoring an open house at the St. Paul Downtown airport on Saturday, September 20, from 1100 to 1600. The event

(Continued on next page)

The View From Here

(Continued from previous page)

is part of MAC's community outreach effort to familiarize the public with the airport and the value it provides to the community. The one they did two years ago was well worth attending, and I expect this one will be also. There was plenty of food, several display aircraft, and bus tours of the dike perimeter, with an interesting explanation of how the dike was designed and how it's operated. There's also an aviation history display on the second floor of the terminal building that's worth checking out. So stop by, have a dog or 2 and some chips, and learn more about the St. Paul airport.

Elections

We'll be holding our annual officer elections at the November meeting. Up for election will be the President, Vice President, Secretary, and Treasurer. If you have any interest in helping to guide this organization, let one of the current officers know, or show up at the meeting on November 10. The current officers are all doing a great job, but it never hurts to bring in some new perspectives, ideas, and energy.

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

Airport Funding

Joe Harris has commented at the May and again at the July meetings that the projected needs for capital improvements and equipment cannot be met under the policies reflected in the current financial model. He also noted in May that MAC has quite a bit of land at MSP that could be leased.

Some of us have argued for years that the paltry allowance the Relievers get from MSP revenues (less than \$400,000 per year) is way too small, and the number is unjustified given the value the Relievers bring to the metro area in general and MSP in particular. This number, which started at \$300,000 per year and escalates at 3% per year, was negotiated with Northwest airlines (now Delta) to settle a Northwest lawsuit challenging MAC's policy of subsidizing reliever airports with money generated at MSP, arguing that those funds should be used at MSP to reduce the airlines' costs. Even though the monies came from concession revenues (not airline fees), Northwest still argued that the funds were generated by airline passengers, and should be used to benefit the airlines.

Richard Anderson, the CEO of Northwest at the time, was the major force behind this challenge that forced the change on MAC's part. Since Anderson is now the Delta CEO, any attempt by MAC to unilaterally increase the benefit to the Relievers could potentially result in another lawsuit, threats to pull the hub from MSP, or other retaliatory moves. I've been led to believe that Anderson would likely challenge any significant increase.

Although I think that this impasse will eventually need to be broken (because MSP generates huge concession revenues and it's the right thing to do and MAC has the responsibility to adequately fund their entire *system* and they can't keep coming back to the tenants and airlines are in a much better financial condition than they were ten years ago) perhaps there's a middle ground for the short term.

Although Reliever Airport non-aeronautical revenue will certainly help (if it ever comes to fruition), Joe's comment that there's available land around MSP started me thinking that it's probably more marketable and more valuable than Reliever Airport land, and since it has nothing to do with airline passengers or operations, any argument that any revenue from these lands should go to support the airlines is much weaker. So, maybe MAC needs to aggressively market these properties and use some of this revenue to support much-needed capital improvements at the Reliever Airports.

FAA Hangar Usage Policy

The FAA has published a draft clarification of their policy on what constitutes aeronautical vs. non-aeronautical use of a hangar. I

don't have time for an in-depth analysis, but I'll try to offer a brief summary and a few comments. You can read the background and proposal at:

<https://www.federalregister.gov/articles/2014/07/22/2014-17031/policy-on-the-non-aeronautical-use-of-airport-hangars>

Comments are due to the FAA by **September 5**.

Basically, a long-standing FAA policy requires that airport sponsors who accept FAA grants must identify aeronautical and non-aeronautical property on the airport, and must reserve aeronautical property strictly for aeronautical use. What constitutes "aeronautical use" is the key question, and what triggered the policy clarification was an FAA challenge to the City of Glendale, AZ for allowing aeronautical property to be used to store non-aviation items. This was widely interpreted to mean NO non-aviation items, and the FAA is trying to clarify that by allowing "small incidental" non-aeronautical storage that does not interfere with the aeronautical usage. Curiously, they don't consider construction of an aircraft to be an aeronautical use until the final assembly.

Following are the aeronautical usage standards from the proposal:

Standards for Aeronautical Use of Hangars

- Hangars located on airport property must be used for an aeronautical purpose, or be available for use for one, unless otherwise approved by the FAA.
- Aeronautical uses for hangars include:
 - Storage of operational aircraft
 - Final assembly of aircraft
 - Short-term storage of non-operational aircraft for purposes of maintenance, repair, or refurbishment
- Provided the hangar is used primarily for aeronautical purposes, an airport sponsor may permit limited, non-aeronautical items to be stored in hangars provided the items are incidental to aeronautical use of the hangar and occupy an insignificant amount of hangar space (e.g., a small refrigerator). The incidental storage of non-aeronautical items will be considered to be of *de minimis* value for the purpose of assessing rent.
- Generally, items are considered incidental if they:
 - Do not interfere with the aeronautical use of the hangar;
 - Do not displace the aeronautical contents of the hangar;
 - Do not impede access to aircraft or other aeronautical contents of the hangar;
 - Do not require a larger hangar than would otherwise be necessary if such items were not present;
 - Occupy an insignificant amount of hangar space;
 - Are owned by the hangar owner or tenant;
 - Are not used for non-aeronautical commercial purposes (i.e., the tenant is not conducting a non-aeronautical business from the hangar including storing inventory);
 - Are not stored in violation of airport rules and regulations.
- Hangars should be leased with consideration of the size and quantity of aircraft to be stored therein. To maximize the availability of hangars for all aeronautical users, sponsors should avoid leasing a hangar that is disproportionately large for the aircraft to be stored in the hangar (i.e., hangars built to store multiple aircraft should be used for multiple aircraft storage).
- Hangars must not be used as a residence. The FAA differentiates between a typical pilot resting facility or aircrew quarters versus a hangar residence or hangar home. The former are designed to be used for overnight and/or resting periods for aircrew, and not as a permanent or even temporary residence. See FAA Order 5190.6B, Paragraph 20.5.b.
- This policy on hangar use applies regardless of whether the hangar occupant leases the hangar from the airport sponsor or developer, or the hangar occupant constructed the hangar at their own expense and holds a ground lease only. When designated aeronautical land is made available for construction of hangars, the hangars built on the land will be fully subject to the sponsor's obligations to use aeronautical facilities for aeronautical use.

Comments

The policy is rooted in two objectives:

- Ensure that the availability of aeronautical space is maximized, especially when demand exceeds supply

(Continued on next page)

The View From Here

(Continued from previous page)

- In support of the goal to make airports as financially self-sufficient as possible, ensure that the airport sponsor is fairly compensated for the leased space. (Non-aeronautical space is to be charged fair market value, typically higher than aeronautical usage.)

Both of these objectives, and the overall policy that supports them, make sense on the surface: If taxpayer money is used to support airports, then the airports should be used to support aircraft. As in most cases, however, the devil is in the details. The concern I have is with the words "insignificant amount of hangar space."

"Insignificant" is a subjective term, but one example given is a "small refrigerator." That's certainly insignificant, but not very reasonable. If I have a hangar with a fair amount of additional space that is either insufficient to store another aircraft or I choose not to rent it out, what difference does it make if I store a car or boat or building materials or anything else, as long as the usage is legal, non-hazardous, and does not interfere with the aviation use of the building? The airport sponsor still gets the rent, and leaving the space unused benefits no one.

If I have a hangar that's larger than I need to store my aircraft, (maybe I downsized from a twin to an LSA), do I need to downsize my hangar? That might be doable if I'm renting from the airport sponsor, but if I own the building, I'm presented with a significant inconvenience and expense, for no reason other than the FAA thinks the hangar is too big or the sponsor might lose a few dollars.

I would suggest that rather than have a restrictive policy that will be routinely violated, we have a reasonable policy with guidelines that focus on abuses. Perhaps a 10,000 sq ft hangar storing a C150 and a bunch of junk is an abuse, but maybe there are extenuating circumstances that the airport sponsor is in the best position to determine. The word "insignificant" should be changed to "reasonable," some guidelines should be included for what is "reasonable," and the final decision should be up to the airport sponsor to do what's right for the airport and its tenants.

New Members

Welcome to new members Roger and Elizabeth Gomoll. We hope you can attend the picnic on September 8.

In Memoriam – Ed Erickson

We just got word that longtime airport resident and friend Ed Erickson passed away on August 18. We extend our condolences to Ed's family. We'll have more on his life in the November issue. See the Sunday, August 24 Star Tribune for obituary and funeral information.

MAC Committee and Commission Meetings

By Vivian Starr

Management & Operations Committee – 7 July 2014

Gary Schmidt, Director of Reliever Airports presented the Proposed Revised Reliever Lease Policies to the M&O Committee. The primary change, Fueling Policies, will have little effect on the majority of Reliever storage tenants.

The following summary is copied from the MAC M&O agenda:

FUELING POLICIES

The two primary changes are related to new fueling policies. MAC staff's decision to propose these fueling policies are based in part on the evaluation of industry trends, the availability of new hangar space, and the existence of current fueling operations and inquiries. MAC staff believes these fueling policies will be helpful in clearly delineating and applying the requirements applicable to self-fueling or non-retail commercial fueling.

The first proposed fueling policy, the "Self-Fueling Policy", stipulates the requirements related to self-fueling. Self-fueling generally means fueling (i) by a Reliever Airport tenant, (ii) of aircraft owned by the tenant or exclusively leased by the tenant for

one year or more, (iii) using fueling equipment owned by the tenant, (iv) using resources acquired by the tenant, and (v) subject to certain restrictions set forth in the Self-Fueling Policy.

The second proposed fueling policy, the "Non-Retail Commercial Fueling Policy", stipulates the requirements related to non-retail commercial fueling by aircraft management companies. Non-retail commercial fueling generally means fueling (i) by a Reliever Airport tenant engaged in aircraft management, (ii) of aircraft not owned or leased by the tenant but hangared primarily on the tenant's leased property and subject to a written contract giving the tenant exclusive right to manage the aircraft for one year or more, (iii) using fueling equipment owned by the tenant, and (iv) using resources acquired by the tenant, and (v) subject to certain restrictions set forth in the Non-Retail Commercial Fueling Policy.

Both fueling policies are intended to allow fueling under conditions that ensure the safe and efficient operation of the Reliever Airports, and under conditions that are not detrimental to the public welfare. Both fueling policies require the tenant to obtain a permit from the Commission allowing the activity. A draft permit is attached in its generally anticipated form. In addition, a request from a storage tenant for a self-fueling permit will require a lease amendment allowing the installation of a fuel storage tank; and a request for a non-retail commercial fueling permit will require a lease amendment allowing the fueling activity and providing minimum standards. Each request for either a self-fueling permit or non-retail commercial fueling permit, and any corresponding lease amendment, will require consent of the MAC full Commission.

ADDITIONAL REVISIONS

MAC staff is proposing the following additional revisions to the policies:

1. Section III. (page 2): Revised to provide that references to MAC ordinances shall refer to the ordinance as now or hereafter amended.
2. Section IV.E. (page 3): Revised to remove requirements related to a "ground rent surcharge" that no longer exists under the Reliever Airports Rates and Charges Ordinance.
3. Section V.C.(ii) (page 7): Revised to waive the requirement that a proposed assignee of a storage lease have sufficient aircraft to justify the need for the hangar space, if the assignment is to a family member is a result of a tenant's death.
4. Section XVI.H.3 (page 31): Revised to comply with statutory changes regarding indemnification, by allowing an owner's protective liability policy issued in the name of MAC.
5. Attachment E: Revised to add an automatic renewal provision to the Sublease License Agreement.

PROCESS

After prior written notice mailed to all Reliever Airport tenants, MAC staff conducted an informational meeting on the proposed fueling policies on March 5, 2014. In response to comments received at that meeting, MAC staff made certain clarifying changes to the proposed fueling policies, and presented the policies to the M&O Committee at its May 5, 2014, meeting.

Based on comments and questions made by two commercial tenants at the Management and Operations Meeting, Commissioners tabled the recommended changes and requested that staff follow up with these commercial tenants to review their issues and explore revisions to address their concerns.

During MAC staff's first follow-up with these commercial tenants, new issues and questions were raised by the commercial tenants that prompted MAC staff to expand its follow-up efforts. To that end, MAC staff convened a meeting with ten representatives of commercial operators throughout MAC's Reliever Airport system on June 6, 2014, to discuss their concerns with the proposed

(Continued on next page)

MAC Committee and Commission Meetings

(Continued from previous page)

fueling policies. The greatest concern expressed by the commercial operators is the potential loss of business to self-fuelers. Their fear is that there will be a proliferation of self-fuelers and that MAC will be lax on enforcement.

After evaluation of all comments made, MAC staff made two changes to the draft fueling permit. The first requires more detailed reporting of monthly fuel activities, and the second provides more specificity with respect to violations. MAC staff believes these changes are consistent with the goals of allowing fueling under conditions that ensure the safe and efficient operation of the Reliever Airports, and under conditions that are not detrimental to the public welfare.

COMMITTEE ACTION REQUESTED:

RECOMMEND TO THE FULL COMMISSION 1. ADOPTION OF THE REVISED RELIEVER AIRPORTS LEASE POLICIES, RULES AND REGULATIONS, 2. APPROVAL OF THE FUELING PERMIT IN SUBSTANTIALLY THE FORM ATTACHED, AND 3. THAT THE EXECUTIVE DIRECTOR/CEO OR HIS DESIGNEE BE AUTHORIZED TO EXECUTE THE NECESSARY DOCUMENTS.

For those wishing to read the complete revised Reliever Lease Policies, they can be found in the agenda via the following link:

http://www.metroairports.org/docs/publicMeetings/MO_A_1319.pdf

The Committee voted unanimously to recommend passage to the Full Commission. The final vote will be held at their July 21, 2014 meeting.

Gary Schmidt also presented a flood update. The high water levels on the Mississippi at the St. Paul Downtown Airport (STP) reached a level that put the event in 7th place in the record books. MAC starts to deploy the floodwall at STP when the water level reaches 17 feet. The dike and floodwall were funded and built in 2008 to 2009. It takes 2.5 days for MAC crews to put up the wall. Maintenance staff from MSP and all the Relievers participate in erecting the wall. In addition, MAC electricians must temporarily remove light and navigation aids that would be in harm's way. The threshold of the primary runway is shortened by 900 feet by the deployment. During that time, the primary runway is the only active runway. The floodwall was being removed as of July 7, 2014.

Chair Boivin, Jeff Hamiel and others reminisced about Mike's years of service to the Commission and his willingness to take on difficult assignments.

Patti Gartland now holds the position of MAC Commissioner from St. Cloud. Mr. Landy told everyone that he and Patti have been good friends for many years as they worked in city government together.

At the Full Commission meeting, the Revised Reliever Lease Policies were adopted unanimously. A storage tenant who sells their hangar will now pay a lease transfer fee equal to 50% of their annual lease fee. This is a considerable reduction. Commercial tenants selling will have a similar reduction but with a calculation involving their building footprint. If you are a commercial tenant planning to sell, you should contact MAC staff for specifics.

July 14, 2014 ACAA General Meeting Minutes

The meeting was called to order at 1905 by President Michael Lawrence.

Special Guest: Airport Manager Joe Harris.

The minutes from the May meeting were approved by voice vote as published in the July Newsletter.

Vivian Starr gave the Treasurer's Report:

Checking: \$1,599.28

Savings: \$4,909.71
Total: \$6,508.99

This was up by \$110.10 from the May balance.

The Treasurer's Report was approved by voice vote.

Security: Joe Harris said that the impediment to a video security system boils down to money. It would cost around \$10K, but there's no money in the operating budget. They're looking for a low-cost system, but much of the cost is in the infrastructure. We already have power at the sites, but there's other work that needs to be done. They may have to do the cameras one at a time.

Joe said that the biggest problem is people clipping gates.

Joe also said that the Reliever Financial Model has been a topic of discussion among staff. It's becoming apparent that MAC cannot keep up with capital requirements given the existing assistance from MSP revenues. In 2015, ANE is due for electrical upgrades and a new voice switch recorder (\$250K). Taxiway Alpha 1 also needs repair. They need a new blower, and lots of other things including culvert repair and drainage improvements. They can't continue to meet service level expectations under the existing budgetary constraints. They're looking to hire temporary workers where appropriate to help keep costs down.

A new manager for FCM and MIC has been selected and will start in September.

MAC will be hosting a Pilot Shortage Forum, with representatives from North and South Dakota, Wisconsin, and Minnesota. The Forum will explore ways to replace the thousands of pilots who will be retiring in the next few years, and to meet future aviation growth demands.

Traffic counts at ANE have been good.

The STP dike once again "did its thing," allowing the airport to remain open during the June floods.

Hockey Day Minnesota, an annual hockey celebration winter event, will be held at STP in 2015.

The Contract Tower program will likely continue and may expand.

Dick McKenney, EAA 237 VP, conveyed a Thank You message from Bob Heavirland (EAA 237 president) to Key Air for their support of the Young Eagles event this past weekend.

The meeting was adjourned at 2004

Respectfully submitted by John Krack, Secretary, ACAA.

WANT Ads



Aircraft and Hangar Insurance

Aircraft & Marine Agency, Inc

Contact: Kevin Gruvs at 952-890-1124
or email gruvs@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 763-717-0001

Discover Aviation Days

2014 Dates: May 31 - June 1, 2014

Website: www.DiscoverAviationDays.org

Email: Info@DiscoverAviationDays.org

Phone: 763-568-6072

Planning Team:

Craig Schiller	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.

