



Newsletter
Anoka County Aviation Association
ACAA

Next Meeting: **Monday, September 14, 2015 5:00 PM (NOTE EARLIER TIME)**
September, 2015 MAC Maintenance Bldg., Anoka County Airport.

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Calendar

| | | |
|--------------------|--------|--------------------------------------|
| Sep 14, 2015 (Mon) | 5:00pm | Annual ANE Picnic MAC Maint Bldg. |
| Sep 29, 2015 (Tue) | 7:00pm | AOPA Safety Seminar Key Air |
| Oct 30, 2015 (Fri) | | Newsletter Deadline Want Ads Due |
| Nov 9, 2015 (Mon) | 7:00pm | ACAA Meeting EAA Building |
| Dec 8, 2015 (Tue) | 7:00pm | RAAC Meeting MAC General Offices |

September Meeting – Annual ANE Picnic

Our September meeting will be our 7th annual ANE BBQ/Picnic, to be held on Monday, September 14, at the **MAC building (next to the Tower) from 5 to 7 PM.**

NOTE LOCATION AND TIME CHANGE!

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 Glenn Burke, ANE Airport Manager

Construction Projects

The first of two construction projects began the first week of September. This is the installation of taxiway guidance signs along Taxiway Charlie, installation of fiber optic line from the tower to the east hanger area RTR and retrofitting the airfield guidance signs with LED fixtures. There will be taxiway closures during the project, mainly along Taxiway Charlie, and Runway 18-36 will be closed while the fiber optic line is installed to the RTR.

The tower equipment project was awarded and the contractor has been onsite to survey the current equipment. We are waiting for their plan on how the new equipment will be installed and tested while the old equipment is functioning. Most of this work will be completed during the winter months.

FAA Airfield Inspection

The airport recently received its FAA 5010 Inspection. This inspection is done once every three years and the FAA looks at the condition of our airfield pavements, pavement markings, visual landing aids, and obstructions surrounding the airport. The final inspection report shows Anoka has several deficiencies, two close in obstructions, two approach obstructions and six primary surface (off to the side of the runway) obstructions.

The close in obstructions have been removed by our maintenance staff. These were trees in the ditches near Fox-hollow. There are also two approach surface obstructions, which is brush and tall grass in the wet areas near the approach to Runway 27. This area is very wet and muddy. Once it dries out we can get the mowers on the ground to cut them without getting stuck. If it does not dry out we will wait for it to freeze solid and cut it this winter.

The second area was small trees and brush just east of the approach of Runway 18. These obstructions have been removed.

The third obstruction group is the brush and tall grass between Runway 9 and Key Air. Our maintenance staff has begun the tedious and time consuming removal process. An all-terrain bobcat with a brush cutter began clearing this area recently.

RAAC Report

By John Krack

The minutes from the June RAAC meeting are included below.

The September 8 RAAC meeting included lively discussions on non-aeronautical revenue, the Lake Elmo Long-Term Comprehensive Plan, Anoka Tower staffing, summer airport events, and a MAC initiative to develop viewing areas at all Reliever Airports. Some key points were:

Non-Aeronautical Revenue

Al Dye, from MAC Airport Development, provided a status update on the properties at ANE and FCM that are currently targeted for development:

- The Blaine Planning Commission approved two parcels at ANE, one at the NW end of the field south of 105th, and another at the SE end north of County Rd. J, for rezoning to Airport Commercial, and forwarded the recommendation to the City Council. Signals got crossed somewhere as the City Council seemed confused about what was being recommended and denied the first reading, sending it back to the Planning Commission, which is expected to take it up again in October.
- At FCM, three parcels have received FAA land releases and City Council approval, and have been turned over to CBRE for marketing. Several other parcels are still awaiting FAA approval.

However, given the experience so far, Commissioner Deal (a commercial real estate developer) and CBRE are doubtful that leasing the land is the way to go. This leaves the options of selling land, or putting up buildings and leasing space. Gary Schmidt, however, indicated that the FAA takes a dim view of investing airport funds for non-aeronautical development (so-called revenue diversion), and MAC's investing in non-aeronautical buildings could well be a non-starter. So the saga continues.

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RAAC Report

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Lake Elmo LTCP

MAC has held several meetings with local officials and residents to educate and discuss the draft Lake Elmo Long Term Comp Plan. Besides improving airport safety and utility, MAC is faced with several challenges:

- Rwy 14/32 is at the end of its useful life, and must be rebuilt. It can be rebuilt in place or moved to the east and extended to 3600'.
- The current location does not meet FAA runway protection zone (RPZ) standards, which means that the county would have to reroute Manning Ave. or convince the FAA that there isn't another viable option.
- By moving the runway, it can be extended to 3600' (the FAA guideline for the airport's design aircraft) and the RPZs would be entirely on airport property. However, this would require rerouting 30th St. N to avoid crossing the runway.

The MAC's recommended plan is to move the runway, but there has been some fairly vocal opposition, largely in the areas of:

- Realigning 30th street would disrupt existing traffic patterns
- Concern about increased traffic and noise levels, particularly significant jet aircraft activity
- Impact of airfield lighting, though MAC pointed out that lights would be pilot controlled and only on when used
- Are improvements really needed? MAC stresses that this is an improvement initiative, not an expansion.

Anoka Tower Staffing

In their recent (successful) bid to the FAA, Midwest reduced their tower controller staff by one to keep costs down. Effective August 1, there is one controller on duty from 7-10 AM, and for some time in the evening. This one controller is responsible for ground control, air traffic, clearance delivery, and updating the ATIS. When the lone controller has to take a break, control is handed off to Approach Control.

Gary Schmidt and Glenn Burke said that the FAA will conduct a surprise inspection sometime this month (they'll try to pick a nice day with lots of traffic) and if their standards are not being met, they'll require some changes. Gary and Glenn also promised to keep an eye on the situation and raise the flag if they see compromised safety.

Airport Viewing Areas

MAC liked the viewing pavilion that our volunteers built several years ago that they're looking at sites to do the same thing at the other Relievers. Lake Elmo's is already in place, and MAC has candidate sites for the other airports. The goal is to finalize the sites this year, and build the structures in 2016.

The next RAAC Meeting is December 8th at 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

AOPA Safety Seminar

The AOPA Air Safety Foundation has scheduled a safety seminar at Key Air on Tuesday, September 29, at 7pm. The subject is "Cross Country Challenge". Following is a summary from the AOPA website:

When we talk about safety, we normally tackle one issue at a time—thunderstorms one day, taxi clearances the next. But out in the real world, any given flight can bring together a whole range of interconnected safety issues:

Fly through that precip...or deviate and cut into my fuel reserve?

Climb above that scattered layer...or risk airsick passengers?

Fly with an underinflated nose strut...or delay and fly in worse wx?

Our new seminar reflects that reality. You'll follow along as we "fly" two fictional trips, answering questions (and debating answers) along the way. From preflight planning to tie-down technique, if it's related to the flight, it's fair game!

Discover Aviation Days

According to Craig Schiller, approximately 14,000 people attended DAD, and 1200 attended the hangar dance. I don't have any info on finances, but it sounds like the event was successful and resulted in a good base for next year's event.

AOPA Regional Fly-in

Despite the gusty winds and threatening weather, the regional AOPA Fly-in on August 22 was a huge success, with over 2,700 attendees and 160 aircraft. AOPA put a lot of resources and effort into organizing and executing the event, and with the help of many local volunteers, all went off smoothly. We had a chance to showcase our airport and demonstrate our Minnesota Spirit. Fortunately, the weather held off until late Saturday afternoon, after the main event had wrapped up.

The Friday evening BBQ at Surfside was a nice way to spend a gorgeous summer evening (shuttle busses transported people to and from), and a special thanks to Greg Herrick for opening up his Golden Wings facility as "ground zero" for the event. Craig Schiller also merits a lot of thanks for all the effort he put into making sure the local details were covered.

And a huge thanks to the AOPA. You're welcome back anytime.

Gary Specketer

As you'll note in the Want Ads, Gary and Brenda Specketer have decided sell their place in MN and live full time in Atlanta. Gary was one of the founding fathers of the ACAA, and was heavily involved in airport activities back in the 1990s and early 2000s. He was one of the key leaders of Discover Aviation Days, which he helped grow to one of our premier annual events.

We'll miss you, Gary, and hope you'll come back to visit from time to time.

June 9 RAAC Meeting Minutes

METROPOLITAN AIRPORTS COMMISSION RELIEVER AIRPORTS ADVISORY COUNCIL MEETING MINUTES

Tuesday, 9 June 2015, 7:00 pm
Metropolitan Airports Commission
Lindbergh Room
6040 - 28th Avenue South
Minneapolis, MN 55450

Committee Members: Commissioner Lisa Peilen, Meeting was Chaired by Glenn Weibel-St. Paul; Don Rosacker (Sub) -Anoka County/Blaine; Bruce Wiley-Crystal; Pat Moynihan - Airlake; John Renwick - Lake Elmo; Peter Dahl - (Absent) Flying Cloud; Kelly Ubel - MAC

MAC Staff: Kelly Gerads; Joe Harris; Mike Wilson; Neil Ralston; Glenn Burke; Eric Johnson

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June 9 RAAC Minutes (Continued from previous page)

Others: Joel Dresel

1. Approval of the 10 March 2015 Meeting Minutes and Agenda for 9 June 2015 was approved and carried by unanimous vote.

2. Issues

A. Introduction of the new ANE/MIC Airport Manager

Glenn Burke, MAC was introduced as the new airport manager for the Anoka/County Blaine Airport and the Crystal Airport. Glenn Burke, MAC stated that he has over 21 years of experience working in the aviation field and was excited to be working at the MAC and representing the Anoka/County Blaine and Crystal Airports.

B. Update on Non-Aeronautical Revenue

Eric Johnson, MAC reported that MAC is looking again at all the potential sites at the Reliever Airports to determine which sites would have the potential to lease or to sell. Another possible option might be for MAC to invest their own money to develop sites and CBRE would do the leasing. Flying Cloud Airport has one commercial site that has been approved by the FAA and has city approval. CBRE has been actively marketing the site. There is possible interest in solar farms at the Lake Elmo Airport, Airlake Airport and possibly at the Anoka/County Blaine Airport.

C. Update on Long-Term Comprehensive Plans

Neil Ralston, MAC gave a detailed presentation on the 2035 Long-Term Comprehensive Plan (LTCP) for the Lake Elmo Airport. The draft LTCP and Preferred Development Alternative was presented to the Planning, Development & Environment (PD&E) Committee on May 4, 2015. Neil Ralston, MAC stated that the LTCP for the Crystal Airport will be presented to the PD&E Committee sometime in August or September 2105. The LTCP for the Airlake Airport includes a 5,000 foot runway. Neil Ralston, MAC also stated that forecasts are being updated for the Downtown/St. Paul Airport, Flying Cloud Airport and the Anoka/County Blaine Airport.

D. Reliever Airports Upcoming Events

Mike Wilson, MAC gave a detailed presentation of the events that are scheduled to take place at the six Reliever Airports during 2015.

3. Tenant Concerns/Issues

There was discussion on 5010 reporting. MAC Airport Managers will be updating the 5010.

There was discussion on the contract tower staffing at the Anoka/County Blaine Airport. Joe Harris, MAC stated that the tower staff will be downsized to 5 employees effective July 1, 2015.

There was discussion on the ADS-B installation proposed for the year 2020. This item will be an on-going discussion.

4. Future Meeting Schedule

Meetings will be held at: Metropolitan Airports Commission
Lindbergh Room
6040 - 28th Avenue South
Minneapolis, MN 55450

Tuesday - 8 September, 2015 at 7:00 p.m.

Tuesday - 8 December, 2105 at 7:00 p.m.

The meeting adjourned at 8:24 pm.

Respectfully submitted,
Kelly K. Ubel
Recording Secretary Kelly.ubel@mspmac.org

MAC Commission and Committee Reports

By Vivian Starr

PD&E Committee Meeting 6 July 2015

The following agenda item for the Monday, July 6, 2015 Planning, Development and Environment Committee has been copied from the MAC website. This will be welcome news to all users of ANE!

TO: Planning, Development and Environment Committee
FROM: Bridget Rief, Director - Airport Development (725.8371)
SUBJECT: BIDs RECEIVED - MAC CONTRACTS
E. Anoka County-Blaine Airport 2015 Air Traffic Control Tower Equipment Upgrades

DATE: June 29, 2015

In December 2014, the Commission approved the 2015 Capital Improvements Project listing, which included the referenced project with a budget of \$200,000. In 1995, MAC constructed the Air Traffic Control Tower (ATCT) at the Anoka County-Blaine Airport (ANE). The tower and all the equipment used in the tower are owned and maintained by MAC. This project will consist of replacing the voice switch and voice recorder, which make up the system used by the controllers to communicate with pilots. These critical systems are obsolete and need to be replaced.

The MAC Purchasing Department issued a request for bids in May 2015 with bidding documents received on June 15, 2015. Frequentis USA, Inc. was the only company to submit a bid. Frequentis USA, Inc. is an FAA approved supplier and installer of this type of ATCT equipment. Staff has concluded that Frequentis USA, Inc. is the lowest responsible bidder and recommends acceptance of its bid in the amount of \$148,372, which is within the CIP budget.

COMMITTEE ACTION REQUESTED

RECOMMEND TO THE FULL COMMISSION ACCEPTANCE OF THE LOWEST RESPONSIBLE BID FROM FREQUENTIS USA, INC., IN THE AMOUNT OF \$148,372.00. FURTHER, AUTHORIZE THE EXECUTIVE DIRECTOR/CEO OR HIS DESIGNEE TO EXECUTE THE NECESSARY DOCUMENTS.

July Meeting Minutes

I was unable to attend the July meeting, and no minutes were taken.

Respectfully submitted by John Krack, Secretary, ACAA.

From the Archives – 1995-1996

Some Tower History

Groundbreaking for the Anoka Tower occurred 20 years ago this month, so I thought it would be appropriate to review some of the history. Construction was started on September 28, 1995, and the grand opening was October 1, 1996. The following articles are from November 1995 and November 1996 documenting the groundbreaking and the opening.

For several years prior to the tower opening, ANE had become a very busy airport, and there was enough traffic and nonstandard pattern activity to cause concern. Nice weekends and summer evenings were especially challenging. The FAA was reluctant to open a tower because they didn't feel we had enough traffic to justify it. MAC was

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From the Archives

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willing to build the tower, but wouldn't staff it because of the liability. Fortunately, MAC was able to work out a unique arrangement where they would build, equip, and maintain the tower and, with assistance from our Congressional delegation, got the FAA to staff it. The FAA contracted out the operation to Midwest, which is where we are today.

TOWER GROUNDBREAKING

By John Krack

November, 1995

I attended the Tower groundbreaking on September 28. After the obligatory speeches by MAC and local government officials, the ceremonial dirt was tossed with the ceremonial shovels, and the Tower project was officially kicked off. Unfortunately, I didn't take good notes, and can't reliably remember the details, so I'm not able to report what anyone in particular said. It was, however, good to hear the support from Blaine mayor Tinklenberg and Anoka County Commissioner Dan Erhart. The support of both of these officials during the planning and negotiation stages was crucial to the successful outcome. As MAC Commissioner Ed Fiore noted, this is a "Win - Win for everyone". Thanks to all who worked so hard to make the groundbreaking possible.

November, 1996

[Editor's Note: Ed McKinley was the first Tower Chief.]

Tower Chatter

By Ed McKinley

October 1st finally came and the Tower opened on schedule at 0700LST. Several aircraft were lined up for 35 and there were two in the pattern waiting for us to throw the switch. Mr. Waldo Anderson was the first one cleared for takeoff in BE55 N7RS and Mr. Bruce Buckner subsequently received the first landing clearance in a C172. These Tower clearances were issued by Mr. Michael Holowchick who joined our staff from Millington, Tennessee.

Your support and user comments were and are greatly appreciated as this Airport evolution continues and we establish our niche in such a wonderful environment.

Things to remember: We discovered that several of the alleyways to hangars which are named by States exist on both sides of the field. This creates an obvious problem when I7/35 is the active. Please identify your location and/or destination by East or West when taxiing. The FBOs are not a problem as they are all on the West side. Also, the Tower Radar is not yet in operation and will not be for several weeks so your reporting points for entry into the traffic pattern should be timely and your actual position correct.

Thanks for making us feel welcome and we look forward to meeting you personally in the future as well as providing the expected quality service.

NEWS AND NOTES

By John Krack

November, 1996

The Tower has been in operation for a month now. I've flown about a half-dozen times since it opened, and each time I've come away thinking that putting in the Tower was definitely the right thing to do. The controllers have tools to expedite traffic flow that we didn't, and they use them well. Their ability to clear aircraft for base-leg entries, straight-in approaches, and right traffic gets us in and out quickly with minimum time in the pattern. There's been an expected "settling-in" period as we get comfortable with the Tower and the controllers become familiar with the Airport, but overall the transition is going extremely well in my opinion. It's tough to lose the "small airport" atmosphere, but we lost that a long time ago. I for one feel a lot more comfortable knowing there are a few more trained eyes helping to keep me from bumping into someone else (and vice versa). Keep up the good work, guys. And thanks to everyone who helped make it happen.

WANT Ads

LINO AIRPARK HOUSE / HANGAR FOR SALE

Beautiful house and hangar on Lino Airpark. Built in 2006. It is getting too difficult to maintain two houses so Minnesota winters being what they are, we are planning to stay full time in Georgia. To view the pictures and specifics check out the following link to view the listing:

<http://matrix.northstarmls.com/DE.asp?ID=16009732842>

My realtor is Rob Jensen, Greater Midwest Realty, 612-751-7900

Gary Specketer 770-403-3450

HANGAR FOR SALE

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

HANGAR FOR SALE

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

HANGAR FOR SALE

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



AIRCRAFT FOR SALE

1968 Piner Arrow. PA28R-180. 5908TT. 1610SMOH. 3-blade prop 75SN. New paint, new custom interior (2008), both perfect. New thick windscreen, new side glass, extra insulation installed w/interior.

4-place intercom. KMA20 audio panel. KX155 Nav/Com. MAC 1700 Nav/Com. KR85 ADF. AT50A Xpdr, Mode C Encoder, Garmin 295 GPS, JPI ET Gauge

Conner starter cables, all new S/S screws, new battery, new vacuum pump, halon fire ext., pitot/static check due 9/16, annual due 4/16. \$36,900.

Chuck Datko: 612-812-2309; cdatko@aol.com

HANGAR FOR SALE

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

AIRCRAFT FOR SALE

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

Contact Dick McKenney at 612-401-6957



Aircraft and Hangar Insurance

Aircraft & Marine Agency, Inc

Contact: Kevin Gruys at 952-890-1124
or email gruys@aircraft-marine.com
website: www.aircraft-marine.com

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.: Glenn Burke 763-777-0001

Discover Aviation Days

2016 Dates: June 4 – 5, 2016

Website: www.DiscoverAviationDays.org

Email: Info@DiscoverAviationDays.org

Phone: 763-568-6072

Planning Team:

Craig Schiller Golden Wings Museum
Email: goldenwings@minn.net
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Email: dlhass@comcast.net
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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.

