



Newsletter Anoka County Aviation Association ACAA

January, 2014

Next Meeting: **Monday, January 13, 2014 7:00 PM**
EAA Chapter 237 Hangar Anoka County Airport.

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Calendar

Jan 13, 2014 (Mon)	7:00pm	ACAA Meeting EAA Building
Feb 28, 2014 (Fri)		Newsletter Deadline Want Ads due
Mar 10, 2014 (Mon)	7:00pm	ACAA Meeting EAA Building
Mar 11, 2014 (Tue)	7:00pm	RAAC Meeting MAC General Offices 6040 28 th Ave. S., Mpls.

January Meeting

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

Family, friends, and members of other airport associations are cordially invited. The meeting starts at 7:00 PM on Monday, January 13, at the EAA 237 Hangar on the west side of the field. Doors open around 6:45. Refreshments will be provided.

Around the Airport

By Joe Harris, Airport Manager

Happy New Year! I would like to wish you and your loved ones a safe and healthy 2014. I don't know if you noticed but we had a special visitor land at the airport a few weeks ago bearing gifts for the children and grandchildren of tenants and employees at the airport. This was a joyous occasion for these children as Santa taxied up to the building. I want to thank Dr. Corfman and all of Santa's helpers in spreading kindness and generosity.

The 2013 operations number is 76,949. This is a decrease of 1.2% from the previous year. In 2014, I anticipate higher numbers with uptick in recreational activity this upcoming summer and fall.

This winter has been a bit problematic for airport operations. A few critical pieces of snow removal equipment broke down during snow events. The equipment has been repaired but it did cause us to get a little behind the power curve with clearing snow in the taxi-lanes. I apologize for any inconvenience this may have caused anyone in accessing your hangar. Most of the man and machine power was focused on the active runway as the blower and main plow truck was being repaired.

If you have any questions please call me at 763-717-0001.

Regards,
Joe

RAAC Report

By John Krack

The latest Reliever Airports Advisory Council meeting was held on Tuesday, December 10. See Vivian Starr's excellent summary below.

The next RAAC meeting is scheduled for Tuesday, March 11, 7PM at the MAC General Offices building, 6040 28th Ave. S., in Minneapolis. The agenda is not yet determined, but if there's anything you'd like us to include, please let me know: This is a public meeting, open to all, so feel free to stop by.

Facility Acquisition Fee

As Vivian notes below, this is turning out to be a bit more complicated than one would think. Using the assessed value appears to be an obvious approach, but then it turns out that jurisdictions apparently use different criteria for determining this value, such as including the value of the land. MAC is looking into how the different cities arrive at their assessed value, and is also considering other mechanisms, but whatever they come up with, they need to justify.

Historically, there have been approximately 57 hangar transfers per year.

Tower Closure

Still up to Congress

Non-Aeronautical Revenue

The consultant has produced a marketing brochure and direct marketing packages, but these are not yet publicly available because they are not yet finalized. MAC is working with Eden Prairie on the required zoning changes to develop the parcels at FCM. The initial focus is on ANE and FCM parcels, because these have the greatest potential.

Security

This is still in the works.

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

Discover Aviation Days – Volunteers Needed

Discover Aviation Days is scheduled for May 31 and June 1 this year. The DAD planning team is looking for more volunteers and team leaders. If you are interested in helping plan this exciting event, please contact us for future meeting planning dates. (763) 568-6072, or send an email to Info@DiscoverAviationDays.org

Use your Driver's License for your FAA Medical?"

Vivian Starr sent this article from the AOPA website to her email distribution back in December. If you haven't seen it, I think

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The View From Here

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you'll find it interesting. If you have, take it as a reminder to contact your Congresspeople to support it.

After nearly two years of FAA inaction on the AOPA/EAA third-class medical petition, Congress has taken matters into its own hands, offering up legislation that would vastly expand the number of pilots who could fly without going through the expensive and time-consuming third-class medical certification process. Reps. Todd Rokita (R-Ind.), a member of the House General Aviation Caucus, and GA Caucus Co-Chair Sam Graves (R-Mo.) on Dec. 11 introduced the General Aviation Pilot Protection Act. The legislation would dramatically expand the parameters for flying under the driver's license medical standard. Rokita and Graves are both AOPA members and active pilots.

"We have waited far too long for the FAA to expand the third-class medical exemption to more pilots and more aircraft," said AOPA President Mark Baker. "Congressmen Rokita and Graves stepped forward to take decisive action in the best interests of general aviation when the FAA refused to act. We appreciate their outstanding leadership on this issue and look forward to seeing this bill move forward."

The General Aviation Pilot Protection Act would allow pilots to use the driver's license medical standard for noncommercial VFR flights in aircraft weighing up to 6,000 pounds with no more than six seats. That includes virtually all single-engine airplanes with six or fewer seats, including Beech Bonanzas, as well as many light twins like the Piper Aztec, Beech Baron 55 and 58, and Cessna 310. By way of comparison, most large SUVs on the roads today weigh more than 6,000 pounds and can carry six to seven passengers, making them larger than the aircraft that would be operated with proof of a valid driver's license under this new bill.

Pilots would be allowed to carry up to five passengers, fly at altitudes below 14,000 feet msl, and fly no faster than 250 knots. The act also would require the FAA to report on the safety consequences of the new rule after five years.

"As a pilot, I am pleased to introduce this important legislation with my colleagues and fellow pilots," said Rokita. "This bill eliminates a duplicative and therefore unnecessary medical certification regulation that drives up costs for pilots and prevents the general aviation industry from fulfilling its economic potential."

"For many recreational pilots, the FAA's third class medical certification process is nothing more than a bureaucratic hoop to jump through," said Graves. "It discourages new pilots and does not truly improve safety. As a pilot, I have gone through this process several times. However, like all pilots, I am responsible for determining whether I am medically fit to fly during the time between my mandated medical certifications. Expanding the current exemption makes sense and will promote greater recreational aviation activity across the U.S. without an impact on safety."

In addition to Rokita and Graves, the bill was co-sponsored by Reps. Collin Peterson (D-Minn.), Bill Flores (R-Texas), Richard Hanna (R-N.Y.), and Mike Pompeo (R-Kan.). All four co-sponsors are members of the GA Caucus.

The legislative action comes after the FAA has repeatedly declined to rule on a March 2012 petition filed by AOPA and EAA. That petition asked the FAA to expand the driver's license medical standard already used by sport pilots for nearly a decade. Under the petition, pilots would be able to operate noncommercial VFR flights in single-engine aircraft with 180 horsepower or less, four or fewer seats, fixed gear, and a maximum of one passenger. To participate, pilots would need a valid driver's license and would be required to take recurrent safety training to help them accurately assess their fitness to

fly.

More than 16,000 overwhelmingly favorable comments were filed during the public comment period on the petition. But despite strong support from the aviation community and solid evidence that the exemption would maintain or improve safety, the FAA failed to act, so AOPA turned to supporters in Congress for help.

Building support for the General Aviation Pilot Protection Act will be critical to its passage, and AOPA will be calling on members to show their support in January after Congress returns from recess. Look for details about how you can help in upcoming issues of *AOPA ePilot* and on AOPA.org.

Blaine Aviation Promotion Group Continues to Fly

The BAPG has applied for 501(c)(3) non-profit status so they can accept tax-deductible contributions. The next step is in the hands of the IRS. Meanwhile, they continue a very active program with the local schools. Following is a report from Roger Hansen, the BAPG Education Coordinator:

Planning for the New Year 2014 tours and events have been in progress and features several events that are planned for January through April.

The Blaine Airport Promotion Group completed the 2013 year with a series of school programs that included school districts from North St. Paul, Edina, and Anoka-Hennepin area schools as well as civic groups from Rochester and St. Cloud. The events included complete tours of the airfield as well as aerospace related tours that introduced 1100 individuals to our airport during 2013. Air shows drew an additional spectator attendance of upwards of 20,000 to both "Discover Aviation Days" and The Collings Foundation "Wings of Freedom Tour".

January 9, 2014 Columbia Heights Aviation Class. Field trip and Museum tour.

January 2014 Planning dates to be set for Blaine High School tour and Aviation activity.

February 27, 2014 University Avenue Aerospace School.

March 6, 2014 University Avenue Aerospace School. Special guest Virginia May Hope performance, actor with Minnesota Historical Society and Host, Maggie Snow, Director of Youth Services, Anoka County Library will present a 45 minute performance during a museum tour.

March 7, 2014 University Avenue Aerospace School will host a University Magnet Celebration Day at the school, 9901 University Avenue NE, Blaine MN.

March 2014 Planning dates to be set for this event. University Avenue Aerospace School.

March 21 & 22, 2014 MN Pilots Association Expo-held at Golden Wings Flying Museum. <http://www.mnpilots.org>

April 11, 2014 AOPA-a meet and greet, an evening event. <http://www.mnaviationhalloffame.org/award.html>

April 2014 Planning dates to be set for this event. University Avenue Aerospace School.

April 25, 2014 Founding Flyers Celebration-Air Space MN. A fund raising event at Golden Wings Flying Museum. <http://www.airspacemn.org/>

If you'd like to get involved with this exciting and important initiative, check out the BAPG website at www.aneairport.org

Dec 10 Reliever Airports Advisory Council

By Vivian Starr

Commissioners:

Mike Landy
Lisa Peilen

RAAC reps:

John Krack, (Chair) ANE
Bruce Wiley, MIC

MAC Staff:

Roy Fuhrmann
Gary Schmidt
Kelly Gerads
Evan Wilson
Kelly Ubel

Tenants:

Don Rosacker
Vivian Starr
Don Johnson
And others

Gary Schmidt, Director of Reliever Airports, reported that the contract tower funding issue remained uncertain as we all wait for a Congressional Budget agreement. The late breaking news was that Senator Murray and Congressman Ryan had agreed on a proposal for the next 2 years. News reports were that a vote on this compromise would occur later this week. What this means to the funding of contract towers remains to be seen. Mr. Schmidt emphasized that a large group of Congressmen and Senators were very supportive of the contract tower program.

The identifier for Lake Elmo Airport, 21D, may need to be changed to an identifier using all letters (no numbers) The International Civil Aviation Organization, ICAO sets the standards for these identifiers. Apparently, as technology has changed, some flight plans cannot be filed when there is a number in the identifier.

Kelly Gerads, Assistant Director of Reliever Airports, provided an update of non-aeronautical revenue. She said that the consultants hired by MAC were focusing on several parcels at ANE & FCM that have the most potential. They have created a brochure to use in marketing the parcels. Currently they are trying to get on the City Council agendas of both communities to have a zoning discussion. Commissioner Peilen asked why Crystal was not being mentioned. Gary Schmidt responded that MNDOT planning of Bottineau Blvd mass transit had created a lot of uncertainty. Hopefully, the mass transit will all be on the far side of Bottineau Blvd and MAC will be able to develop the west frontage area.

Kelly Gerads, reporting on the Reliever Facility Acquisition Fee, said that she was continuing to work on a methodology. At first, using the County's appraised value of a hangar sounded very straight forward. But Relievers are located in different counties who handle the appraisals and reporting of values quite differently. Kelly had an intern working with her last summer to collect and organize years of property tax data from ANE. The more it was analyzed, the more useless it appeared to be as criteria for determining a facility acquisition fee.

Ms. Gerads is also preparing a self-fueling policy. FAA requires that airplane owners and operators be allowed to self fuel if they so desire. This is not self-service fueling, where a tenant goes to a self-serve pump belonging to an FBO. Self-fueling is when the tenant buys fuel outside the airport and brings it onto the airport to use to fuel his own plane. You might think of a 5 gallon can of auto gas being brought into the airport to fuel a Piper Cub, but fortunately, the FAA is only concerned with fuel volumes over 6 gallons. Obviously, having a 50 gallon tank of aviation fuel inside your hangar is a non-starter. Just think about the building and fire codes that would violate! So Kelly has to find and designate locations on the reliever airports where privately owned above ground fuel tanks could be installed with suitable hard surfaces and spill controls. Then there needs to be a procedure to report and pay the MAC fuel flowage fee. Basically, the whole scheme sounds totally impractical. However, at STP, there are a couple of very large private corporate hangars that do have their own fuel tanks. So Ms. Gerads has to create an FAA required document that will cover self-fueling and will probably never be used by 99.9% of the Reliever tenants. All so that 3M Corporation and Cub Pilot Joe Doe can be treated equally in the eyes of the FAA.

Airport manager selection for FCM and MIC is progressing. Over fifty people applied, including from inside and outside the MAC system. Seven were interviewed. The final selection should occur by the end of this week.

ANE tenant Don Johnson who is corporate pilot for Kurt Manufacturing, brought up improvements that are needed on ILS Runway 9. He cited pavement markings and approach light improvements that would bring lower minimums when landing in bad weather.

The next RAAC meeting is scheduled for March 11, 2014. Hopefully, the weather will be better and attendance will be higher.

Some Thoughts on General Aviation

And how to help it flourish

[Editor's Note: The following op-ed piece was forwarded by ACAA vice president Don Johnson, with the suggestion that it might be a good mid-winter read while we're cooped up waiting for things to get warm again. The piece is by Jon Boyd, sales and marketing director for Panorama Flight Service, a White Plains, NY FBO. His thoughts are in synch with the Blaine Airport Promotion Group, and others, that the future of General Aviation lies with our young people.]

**Reprinted with permission,
By Jon Boyd**

Having spent many decades in the general aviation business, it seems to me that I should be smarter about this industry, but some things continue to confound me. One of those is the reason for what I call the lost generation of aviation.

First, let's define a generation. Most consider it somewhere between 20 and 30 years. If that is the case, then we are looking at either a lost generation or a lost generation and a half.

At fly-ins, safety seminars, shows like SUN 'n FUN, Oshkosh and the like, talk amongst the old timers (gosh, I'm one of those now!) gravitates to the golden days of flying when airplanes were cheap and plentiful and flying for business or pleasure was taken up by the thousands.

The statistics seem to confirm these facts. Between 1976 and the end of 1979, 67,217 general aviation aircraft were manufactured and sold. Thirty years later, from 2006 to the end of 2009, there were only 11,090 aircraft manufactured and sold, a staggering 83.5% drop. During those years in the '70s, student starts averaged approximately 202,000 a year compared to approximately 80,000 a year between 2006 and 2009, a 60% downturn.

If you argue that there are fewer airports because of all the residential and commercial building and development, you would be wrong. In 1980, there were 4,814 public use airports in the U.S. compared to 5,175 in 2010 (it should be noted that the highest number of documented public airports was in 1993 when we reached 5,538. We have since declined from that pinnacle in the last 17 years.) Compare this with a 40% population increase, 220 million in 1977 compared to 308 million in 2010, and the aviation downturn is even more enigmatic and shocking.

So what happened? Where did our people go? Is aviation becoming obsolete, going the way of the blacksmith, ice delivery man or typewriter repairman? Will learning to fly for the sheer fun of it languish on the sidelines like an old 8-track tape that collects dust on your shelf, having no use other than being a conversation piece?

Lots of questions and not a lot of answers, but here are some things that may point in a direction of what our industry has been through and where it may end up.

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General Aviation Thoughts

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The advent of deregulation in the late 1970s changed the way people traveled and changed the perception of the airlines as a business.

Prior to deregulation, flying commercially was still somewhat of an unknown commodity. Tickets were expensive, routes were limited and airline pilots were compared in prestige to doctors and lawyers. Deregulation changed all that. In 1981, airlines like People Express debuted, offering low-cost, no-frills flying and attracted the masses.

We could argue that making flight available to more people should have made it more inviting for individuals to want to learn to fly, but clearly it didn't. Perhaps some of the thrill of flying was eliminated by making it so available. The numbers clearly indicate that many, many more people were exposed to air travel in the current generation than in the past — 310 million passengers flew in 1980 compared to 713 million in 2010.

How about the prestigious vocation of an airline pilot?

Deregulation took away the prestige — and the income. Airline pilots, along with doctors and lawyers, were in the highest percentiles of income earners in the 1970s.

Today, CFIs in their 20s take pay cuts to go to work for the regionals in hopes that they are experiencing a temporary financial inconvenience for a permanent improvement. In many cases, that is not the rule. The airlines, in today's iteration, have no loyalty or business staying power and giants like Pan Am, Eastern and TWA, are long-gone memories. For the thousands and thousands of workers who toiled year after year for these grand old flying companies, their benefits, stock options and retirement plans disappeared and became worthless.

At the airshows, the old timers often mention cost as the reason that aviation doesn't attract as many new customers. Comments are often heard like, "Why in 19 and 76 my first brand new Skyhawk straight from the factory only cost \$28,000." Today, a new Skyhawk is \$307,000. They say flight instruction was only \$30 to \$40 an hour, including the flight instructor; today it can be \$225 to \$275 an hour depending on location and age of the airplane.

Obviously, aviation is not the only industry affected by inflation. In 1976 a Chevrolet Malibu cost about \$3,600. Today, a Malibu is around \$21,000. So, when comparing apples to apples based on airplane acquisition inflation versus new automobile inflation, aviation outpaced auto inflation by a factor of about five. A car today costs six times as much as it did in 1976 and an airplane about 11 times as much. Flight training is around eight times as much.

While we can argue that this higher rate of inflation in aviation is a factor in the lost generation, I am hard pressed to believe that is the sole reason. With a 40% increase in population and the availability of pre-owned airplanes that come at a lower cost, I doubt this is the only factor. Statistics also show that the number of new aircraft registrations, which indicate transfer of ownership of pre-owned aircraft, is also extraordinarily low. This means that individuals are not only not buying new airplanes, but passing on used ones as well.

What other factors are we facing that is eroding our base and draining the life blood from our veins?

Perhaps there has been a paradigm shift in the way we think and act as Americans and in the way our young people progress in society. I am a baby boomer, someone who was in high school on Nov. 22, 1963, when JFK was assassinated. In addition to taking college preparatory classes in high school, I was required to take gym and shop, including car mechanics and even home economics (which meant learning to cook). At 15 and still a year away from my learner's permit, I drooled over my first car, a 1952 Plymouth with a blown engine handed down to me from my older sister. I took that engine apart, bolt by bolt and put it back together and, while never getting it to the point of running well, did get it

running. We played sports in the streets and in playgrounds, worked with our hands and were transfixed by live reports on TV and radio when in July 1969 man first set foot on the moon. I am old enough now to have seen two generations and clearly during my first generation, young people were more mechanically inclined.

Our leaders often bemoan the fact that we no longer produce anything in this country. That means we no longer use our hands to make things and maybe that also means we have lost interest in how things work. If our mothers and fathers don't come home from the factory describing how they helped build this or that, then we may never have the values instilled in us about thinking about how things work.

If I suggest that kids today are less mechanically inclined, should it follow that they have less interest in flying? I would hypothesize that, yes, that is the case. You sometimes need to get your hands dirty when you are a pilot. You have to perform a preflight, understand what makes the airplane tick and be aware of your place in the overall system of a successful flight.

From what I can tell, young people are no longer required to take shop in high school. Gym is an elective and home economics went the way of Beaver Cleaver's mother. We are in a virtual world where teenagers stay tuned to their smartphones and iPads and don't have the time or the interest to look up to the sky. You do not have to preflight your Microsoft Flight Simulator and while these virtual worlds should bring more young people to the reality side of the equation it, in fact, seems to do the opposite. Since our young people can fly to any airport in the world in their virtual airplane, why bother with the real thing?

This is a very scary thought for me. I love aviation. I want to see it flourish. How do we bring back a vibrant industry? How do we maintain a mystique about flying? In the 1950s and '60s there was still the talk of fighter pilots and aces from World War II and Korea. Flying brought images to mind of adventure and glory and there was no media frenzy every time an airplane slipped off a runway. Airports were open spaces without fences and we didn't worry about terrorists or shoe bombers.

The answer is with our young people and with those of us who do this for a living or who do it because they find life less fulfilling without it. We must get young people engaged in the world of flying and each of us should take a personal responsibility to mentor a young person — or two or three or more — with that goal in mind. We hear stories about children with no free time because of their structured lives chock full of activities that are pressed upon them, with parents stressed due to multiple driving responsibilities taking their son to baseball practice and the daughter to dance class. A trip to the general aviation side of our local airports must somehow become a stop in their busy world. We must get them from the virtual to the real and engage them with the miracle of flight. For my part, I am asking local middle schools to consider a day trip to our FBO to see what this side of aviation is all about. It should be noted that when I discussed this idea with the NBAA, FAA and the Westchester Aviation Association (WAA), and mentioned I wanted to gear this to 7th graders and up, I was told I had the wrong age group. It surprised me a little but impressions on young people need to be made when they are in the 4th, 5th and 6th grades. I'm sure bringing in older kids is not a problem, but the psychologists tell us younger is better.

The event we are planning will include a brief discussion of what makes airplanes fly, together with career opportunities in the industry. There'll be a walk through an active maintenance hangar, a trip to the FAA Tower, taking a seat in the front or back of a corporate jet or smaller private aircraft or whatever is available.

This will not be a one time "do my duty" and then forget about it

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General Aviation Thoughts

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deal. I will offer these tours on an ongoing basis, including during the school year and throughout the summer. At most, it will take two or three hours of my day two or three times a month — a small price to pay to give back to an industry that has made me rich in ways that only those who fly can understand.

Jon Boyd, director of sales and marketing for Panorama Flight Service, a FBO located at Westchester County Airport in White Plains, N.Y., has more than 14,000 hours of flight time. (Panorama was recently acquired by Landmark Aviation)

MAC Committee and Commission Meetings

By Vivian Starr

MAC Full Commission 18 November 2013

Chair Dan Boivin eulogized Charles Nichols who served as MAC Chairman during the time when Jesse Ventura was governor.

President Lyndon Johnson appointed Nichols in 1968 to the National Advisory Council on Vocational Education. In 1971 he was appointed to a similar Minnesota panel. Mr. Nichols taught vocational tops in the public school system for many years. During this time he developed an interest in aviation.

After leaving the schools, he owned several airplanes, and developed a business building and selling hangars. He often mentioned how many hangars he had built on Crystal Airport.

During his tenure as Chair, he recognized the need for more communication between MAC staff and tenants. His solution was the creation of the Reliever Airports Advisory Council, RAAC.

During new business, Executive Director/CEO Jeff Hamiel (assisted by Bob Hunter) presented the draft 2014-2017 Strategic Plan. It included two "Wildly Important Goals" abbreviated "WIGS." The first deals with raising MSP's Airport Service Quality score to #1 by the end of 2015.

The second goal is of great interest to Reliever tenants:

"To increase new tenant investments at the reliever airports by a minimum of \$2 million dollars by the end of 2014.

Although the reliever airports generate a small percentage of the MAC's total revenue, they require a significant investment in staff time and energy. General aviation is in decline nationwide, and achieving this WIG will require extra effort on the part of the MAC over the course of 2014. Many departments impact the reliever airport system and can contribute to the success of this WIG and of the MAC's general aviation system."

This goal includes investments by current tenants and development of non-aeronautical revenue.

Non-aeronautical revenue will be an agenda item in January.

November 11, 2013 ACAA General Meeting Minutes

The meeting was called to order at 1908 by President Michael Lawrence.

No business meeting was held in September (due to the picnic), so there were no minutes. The July minutes as published in the September Newsletter were approved by voice vote.

Treasurer Vivian Starr gave the Treasurer's Report:

Checking:	\$1021.30
Savings:	\$4909.17

Total: \$63,77.23

Vivian noted that MAC has reimbursed the ACAA for our September picnic expenses.

The Treasurer's report was approved by voice vote.

Security

Joe Harris has talked with a couple of security vendors. Putting cameras at the gates is more complicated than originally thought, as each gate must be treated as its own independent security system. Line of sight issues are different, and each gate would need its own housing unit and Internet connection. The estimated cost is \$6500-\$10,000. Huge savings could be realized if the systems were close together and could use common recorders. Doing something this winter is questionable. Joe is also talking to Comcast about possibly piggybacking on the tenant Internet loop.

Feedback has indicated very lukewarm interest in an earlier proposal to close two of the three main entry gates at night. This would be a particular hardship for east-siders.

An update on the east side break-in several months ago: The car has been found (the wheels and tires were advertised on Craigslist). The seller claimed he bought the car from someone else, but would not identify who. The odometer showed an additional 8,000 miles from when it was stolen, and the car was pretty dirty.

Airport Improvements and Other Activity

Joe Harris reported that MAC is looking into lowering the runway 9 LPV approach minimums. They are doing a study to assess obstructions – trees are #1, but there may be others.

Don Johnson noted that there are no aiming points on runway 9. Joe said these will be added when they do the grooving project next year.

MAC is working with the City of Blaine to upgrade the Google Map layout of the airport. They can include "DO NOT ENTER" points.

The US Dept. of Agriculture has done three night hunts and taken 20 deer.

Airport operations are heading toward 80,000 for the year.

The process of selecting a new airport manager to replace Jeff Nawrocki at FCM and MIC continues, with an announcement hopefully by early December. Joe Harris has indicated that he wants to stay at ANE.

MAC is developing a self-fueling policy as required by the FAA. This will be on the December RAAC meeting agenda. John Krack will look into having the MAC staff give us a briefing later this spring.

Joe Harris will look into scheduling an Airport Cleanup Weekend this spring.

Tower Status

The tower is still operation, but there is still no permanent funding.

Michael Lawrence asked if there was any movement toward opening the tower at 6AM. Joe Harris replied that this will not be considered until there is permanent funding to ensure the tower will remain open.

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November ACAA Meeting

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Budget

Joe Harris noted that there has been serious price inflation on snow removal equipment parts and supplies. The price of mower blades has quadrupled.

Picnic

Estimated attendance was around 280, vs. around 330 in 2012. We may look at changing the location next year, and possibly doing something similar in the spring.

Elections

All four officers agreed to serve another year, and were re-elected by unanimous voice vote

President:	Michael Lawrence
Vice President:	Don Johnson
Secretary:	John Krack
Treasurer:	Vivian Starr

An audit committee consisting of Michael Lawrence and Dick McKenney was appointed to audit the books.

The meeting was adjourned at 2006

Respectfully submitted by John Krack, Secretary, ACAA.

WANT Ads

CLEANING OUT THE HANGAR SALE:

- Cessna 180-185 Tail Tow Bar
- Flying Magazines. most issues 1957-2010
- NW Mfg. Co. Model 35 Power Tow
- 6" Heavy Duty Bench Grinder
- 1 1/2 ton Floor Jack
- Aircraft Blue Books 1982-2013.
references for attorneys & insurance cos.
- New Battery Charger/Auto Start
- 1 Boze & 1 Sony Headset
- Winter Baffle Kit for Debonair/Bonanza

CALL: Don at 763-785-4736 or 651-484-4922

HANGAR & LOT FOR SALE:

- Large Lot 60' X 285'
- Hangar 54' X 42' Insulated
- 54' Electric Door Faces South Plus Enclosed "T" Storage Area
- Office with Bath
- Rental Income
- 130' Tarmac in Front of Hangar
- Large Tie Down Area
- Great Location South End

\$144,000 Will consider CD agreement.

Call Roger Benasutti 651 308-8940 or rbbenasutti@gmail.com

Twin Size Hangar at FCM for Rent

44' Door, 42' Deep

Gary Rosenwinkel 952-393-8741

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

WANTED: Newsletter Articles. If you have any interesting stories, thoughts, observations, or comments, send them to av8r00@gmail.com.

ACAA OFFICERS AND COMMITTEES

President: Mike Lawrence 763-780-2802
V. Pres: Don Johnson 651-407-3403
Secretary: John Krack 763-786-5876
Treasurer: Vivian Starr 763-559-4683
RAAC Rep: John Krack 763-786-5876
RAAC Alt: Don Rosacker 651-633-1751
Legal Adviser Hal Hitchcock 651-717-0859

Committees & Members

Fire, Building Codes, and Environmental

Gary Specketer (Chair) 770-403-3450
Randy Huyck 753-1918
Roger Wyatt 755-7544
Dick Schoen 646-7539
Mike Holmquist 651-633-6525

Newsletter

John Krack 763-786-5876

Safety

TBD

Public Relations (Proposed)

Taxes

Vivian Starr 763-559-4683
Paul Thomas 483-9808
John Krack 763-786-5876

Membership

John Krack 763-786-5876

Commissioner: James Deal

Airport Mgr.: Joe Harris 763-717-0001

Discover Aviation Days

2014 Dates: May 31 - June 1, 2014

Website: www.DiscoverAviationDays.org

Email: Info@DiscoverAviationDays.org

Phone: 763-568-6072

Planning Team:

Craig Schiller

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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.

