



Newsletter

Anoka County Aviation Association

ACAA

May, 2017

Next Meeting: **Monday, May 8, 2017 5:30 PM**

NOTE TIME CHANGE

EAA Chapter 237 Hangar, Anoka County Airport.

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Calendar

May 8, 2017 (Mon)	5:30pm	ACAA Meeting EAA Building
Jun 13, 2017 (Tue)	7:00pm	RAAC Meeting Flying Cloud Arpt
Jun 30, 2017 (Fri)		Newsletter Deadline Want Ads Due
Jul 10, 2017 (Mon)	7:00pm	ACAA Meeting EAA Building
Sep 11, 2017 (Mon)	5:00pm	Annual Airport Picnic MAC Maint. Bldg.

May Meeting – Membership Drive and Picnic, and Airport Manager Joe Harris

We've decided to target the May meeting to invite ANE tenants to join the ACAA. We've sent out invitations to most of the tenants who aren't already ACAA members, and will start with a social hour/picnic at 5:30 (FREE FOOD!), followed by a business meeting at 7. Airport Manager Joe Harris will be there to fill us in on what's happening from his perspective.

As usual, we'll meet at the EAA 237 Hangar on the west side of the field. **Monday, May 8.** Let's have a great turnout. Hope to see you there.

RAAC Report

By John Krack

The next RAAC meeting is scheduled for 7:00PM on Tuesday, June 13. We'll meet at Flying Cloud airport this month, location to be announced. This is a public meeting open to all.

The March meeting was held on March 14 at the MAC General Offices. Highlights were:

Drainage Issue at ANE

Al Dye reported that they're working with the watershed district regarding the water pooling between the runway and taxiway on the easterly end of runway 27 that attracts waterfowl. They've identified two potential problems: a culvert that appears to be plugged, and drainage ditches that are filled and not working. Hopefully, correcting these will fix the problem, but if not, they'll have to dig deeper.

Long-Term Comp Plans

The Environmental Assessment phase for the **Lake Elmo** plan has started, and the Federal assessment is underway.

A public meeting on the revised **Crystal** plan (summarized in the March Newsletter) was held on March 30, and the comments at the

meeting and those received during the comment period resulted in no significant change to the revised plan. On May 1 the PD&E Committee approved the revised recommendation and will forward it to the full Commission for approval. The next step is the Met Council.

I don't have an update on the **Anoka** plan, but I expect it will begin sometime this summer.

Capital Improvements

Al Dye summarized the 2017 GA airport capital improvement projects. Those scheduled for ANE are:

- Taxiway Pavement Reconstruction – a full-depth reconstruction of the portion of Taxiway A1 from runway 36 to Taxiway C.
- Runways 9-27 and 18-36 joint and crack repairs
- Construction and/or rehabilitation of a MAC storage building to contain airfield maintenance products such as salt, sand, and topsoil to comply with MPCA requirements.

Non-Aeronautical Revenue

MAC has received an offer to purchase a 3-acre parcel at the southwest corner of 109th and Radisson road (next to the ballfields) for development of a strip mall. The offer price is \$1.2M. The PD&E committee has approved forwarding to the full Commission to authorize staff to proceed with the sale. If the deal goes through, the proceeds would be used for capital improvements at the GA airports.

Financials

Kelly Gerads reported that the 2016 financials are positive on both the Operations/Maintenance and Capital sides. Details will be presented to the Commission in June, so we'll have more at the June RAAC meeting and the July ACAA Newsletter.

Other

- It was reported that MATA has a bill in the Legislature to provide incentives for aviation maintenance and training.
- It was noted that there's a lack of public transportation from the GA airports, making them potentially less useful as a destination hub for transients. Perhaps the Met Council should be urged to consider this in their transportation planning.

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RAAC Report

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- Kelly Gerads noted that MAC is updating their self-fueling policy. This does not affect self-serve fueling facilities, but rather applies to tenants who want to install their own fueling facilities for their own use.
- John Renwick expressed concern that Lake Elmo is currently viewed as a “hobby” airport, a negative connotation. He would like to see more promotion of MAC’s GA airports as part of the transportation infrastructure.
- It was noted that as things stand now, when ADSB Out becomes the law within the MSP 30 nm veil, non-ADSB aircraft won’t be able to access maintenance shops or other businesses on any of the MAC airports. So no longer will someone from Brainerd without ADSB be able to fly into ANE for engine work at Bolduc or for avionics work at RC Avionics. WOW!
- MAC staff is spending a lot of time planning for the 2018 Super Bowl.

As usual, if you have any concerns, issues, or suggestions regarding the Reliever Airports, let me, or any of the other RAAC reps, know.

Great Minnesota Aviation Gathering

By John Krack

The Minnesota Pilots Association 4th annual Great Minnesota Aviation Gathering was held April 29-30 at the Golden Wings museum. MPA President Dr. Randy Corfman said that they set a new attendance record. Once again, this event was a great way to spend a weekend. The schedule was filled with interesting seminars, and there were a number of vendors advertising their wares/services, all against the marvelous backdrop of the Golden Wings facility. As aviation enthusiasts, we are truly blessed to have such a facility and group of dedicated people to organize such a first-class event.

Following are some of my recollections:

Rusty Pilots Seminar

I attended the Rusty Pilots seminar led by Andy Miller from AOPA. It was a good refresher after a long winter on the ground, and it qualifies as the required ground instruction for the BFR. In addition to the standard overview of weather, airspace, required documents, etc., Andy highlighted some of the recent (and some not so recent) changes that we need to be aware of, and offered some tips for safer operation:

- We need to carry a federally-approved photo ID in addition to our pilot’s license and medical certificate. A state-issued driver’s license qualifies, but it’s not clear whether it will need to be Real ID compliant in the future.
- Paper charts are getting harder to find locally. The FAA no longer reimburses vendors for unused copies, so FBOs and other vendors have cut way back or dropped carrying them altogether. The world is going electronic.
- Area weather forecasts are going away, to be replaced by several other products, including a discussion section on TAFs where the forecaster can offer additional insights such as his/her confidence in the accuracy of the forecast.
- When taxiing, devote full attention to the business at hand. Don’t get distracted by fiddling with Ipads, radios, etc.
- When taxiing at towered airports, you must be specifically cleared to cross each runway. (Previously, taxi clearance to your destination implied clearance to cross all intervening runways. No longer.) If you’re cleared to your destination,

the clearance will name the runways you are cleared to cross. If not, you must get the clearance before crossing the runway.

- It’s a good idea to use an airport diagram when taxiing, especially at complicated airports. These are available for free online.
- Taxi instructions may vary by airport. Some controllers will clear you to your destination; others will clear you in segments, almost like a progressive taxi.
- Query ATC if you’re in “Line up and Wait” status for more than a minute.

Tower Tips

Neil Otey, our tower chief, led a very informative session titled “Flying Into a Towered Airport: Tips, Tricks, and Other Tidbits.” Following are some of Neil’s comments:

Communication: This is key. Successful operation is a 50-50 proposition between pilots and controllers. Acknowledge the instructions we’re given, question what we don’t understand, report pertinent things the tower may not be aware of (wildlife, waterfowl, and any activity in remote areas that controllers can’t see such as alleyways and the ramp area down by Golden Wings). We are the “eyes and ears” to help the controllers be aware of what they can’t see.

Neil noted that hovering helicopters are a particular challenge, especially when they’re against a background that blends in, such as the trees behind the approach end of runway 27. Controllers are watching for movement, and hovering helicopters can be virtually invisible because they’re not moving. So if you note hovering ‘copters, let the controller know.

Runway Crossings: For now, Lynx is dispensing all fuel (other than self-serve) from the former Key Air facility. Since most aircraft live south of runway 9/27, this means lots of runway crossings for fuel delivered by truck. Unlike clearances for aircraft, controllers must stop ground vehicles at each runway and clear them to cross. This means six transmissions round-trip for a truck going to an east side hangar. There’s also lots of activity between RC Avionics and Malibu (currently based in the Lynx facility) as RC does panels for Malibu customers. This should go away when the Malibu facility south of the tower is operating later this summer.

In March-May of 2016, there were more than 1,000 ground vehicle runway crossings per month, with over 1,200 in May. We can be sure that these numbers will increase this year. This, of course, adds to controller workload (see ‘Staffing,’ below).

There’s been discussion about stationing a fuel truck south of runway 9/27, but Lynx isn’t ready to do that just yet.

The message for pilots is to keep our heads up, sharpen our situational awareness, watch out for ground traffic as well as aircraft, and be particularly careful on runway crossings.

Having a north perimeter road would help immensely, but that’s not likely to happen anytime soon. All construction must be approved by the Rice Creek Watershed district, and the environmental surveys alone could take 3-5 years!

There’s a better chance to improve the south perimeter road, but MAC must get it in their capital plan. The road is deteriorating, and was not designed for fuel trucks. It’s too narrow, does not have the load-bearing capacity, and the surface is breaking up. So we need to try to get it upgraded.

Neil encourages instrument pilots to check their altimeters when approaching the airport. FAA radar has triggers that alert the controllers, among other things, when an aircraft makes a steep

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Great Minnesota Aviation Gathering

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descent on the runway 9 approach, and when approaching the Shoreview towers. The controller must relay this warning to the pilot. Everything may be fine, but the radar doesn't know that. Pilots need to be sure that they're at a safe altitude.

Staffing: Midwest Air Traffic Control has the contract with the FAA, which was awarded by competitive bid, to operate the tower. Midwest sets the staffing level, and they currently have 5 controllers and one facility manager for 80-90K ops per year. (This is down from 2002, when they had 7 controllers and a facility manager and 60K ops per year.) There are times, particularly early morning and evening, when there is only one controller in the cab. These controllers are the epitome of multi-taskers. Not only are they responsible for air traffic, ground control, and clearance delivery, but they also must update weather (sometimes frequently), take PIREPS (which they write down and then enter into a computer), and answer phones. And they still manage to keep it all straight and do a stellar job. Some of these activities, such as updating the ATIS, can't easily be interrupted, so Neil asks that we have a little patience if the controller doesn't respond right away. It would be nice to have the FAA standardize staffing levels so the contractors are all bidding against the same requirement, but that's not the case today.

Single Controller Rules: Some rules change when there's a single controller on duty. In particular, a single controller cannot give a "Line up and Wait" clearance, but must wait until the runway clears and then clear the departing aircraft from the hold bars. This means that landing aircraft must be spaced further apart to accommodate departing aircraft.

Class B Airspace: Contrary to some opinions, the Class B airspace was not set up to restrict the "little guys." Rather, it was set up to protect us from the "big guys." We're guaranteed separation from the airliners as long as we stay out of the protected airspace.

Having said that, while it's perfectly legal to cruise along at 3900 feet under a 4000 foot floor, it's not very smart. There might be a couple of C130s come by 100 feet above you (they're legal too) and the turbulence would give you a *very* unpleasant surprise. So use some caution and leave more space between you and the Class B floor.

Super Bowl: There's lots of planning going on right now for the 2018 Super Bowl. MSP, STP, FCM, and ANE, and to a lesser extent MIC, will be affected. There will be some inconveniences (runway 18-36 may be closed so they can park airplanes), but details aren't firmed up yet. We'll keep you posted in this Newsletter and on our new website, and I'm sure MAC will keep people posted as well.

Finally, Neil invited us to visit the tower. They just installed new carpeting.

Basic Med

Dr. Randy Corfman did two sessions on "Basic Med – The Good, the Bad, and the Ugly." Basic Med started on May 1, and is an alternative to the 3rd class medical for pilots meeting certain (fairly liberal) criteria. I won't go into detail on the privileges and requirements (you can get that from the AOPA website at www.aopa.org), but basically it allows pilots (even many pilots with expired medicals) to satisfy their aeromedical requirement without having to deal with the FAA as long as they don't develop certain cardiovascular, neurological, or mental health conditions (in which case they need to get a one-time special issuance and may require periodic followup). You just need to take an online medical self-assessment every two years, and get a comprehensive medical exam from any state-licensed physician (e.g., your family doctor) every four years, and keep the records. The medical exam is almost identical to the FAA third class medical, but it's done

outside of the FAA, so if you have an issue other than those specified above, you can work with your doctor to correct it without having to jump through the FAA's hoops.

This will likely benefit a large number of pilots, but Dr. Corfman pointed out that there are several unknowns and potential pitfalls that need to be worked out:

- The law does not exempt examining physicians from liability when they sign you off as "fit to fly" (thanks to Senator Bill Nelson, who removed this provision from the bill), so if their malpractice insurance doesn't cover them, they probably won't participate. Also, some clinics have already said that they won't do Basic Med physicals. So you may need to shop around for a doctor who will do the exam.
- AMEs can do Basic Med physicals, but they're in the same boat. When they sign off an FAA medical, the FAA will provide an expert defense witness if they're challenged in court, but not for Basic Med. So it comes back to the AME's malpractice insurance coverage.
- The FAA Aeromedical branch (which can pull your medical, leaving your pilot's license intact) does not enforce Basic Med violations. This is done through the local Flight Standards District Office (FSDO). For a serious enforcement action, the FSDO cannot simply invalidate your Basic Med credentials and give you a chance to sort things out. They'll revoke your pilot's license, which means you have to start all over as a student. [Dr. Corfman didn't go into much detail on this, but I would hope that the FSDO would have the option to suspend your pilot's license (as they can do for other infractions) and give you a chance to get back in their good graces.]
- It's also not clear what affect Basic Med will have on our aircraft insurance coverage, but early indications are that it shouldn't be a problem.

This is all pretty new, and things are likely to start to gel (for better or worse) in the coming months. Dr. Corfman's suggestion is that if you want to go with Basic Med, DO IT SOON. It's also suggested that you have a discussion with and give the information to your doctor in advance so he/she has time to review and digest it.

The View From Here

By John Krack

Reminder: Discover Aviation Days is Canceled for 2017

The main reason is a conflict with a big airshow in Duluth the same weekend, and it was not feasible to move the date because of conflicts with other local events. It will be back next year, bigger and better than ever!

New Building going up south of the MAC maintenance building

You may have noticed a large concrete building being erected on the west side of the field, just south of the MAC maintenance building. This building will be Malibu Aerospace's new facility.

Congrats to Malibu on growing your business.

Anoka Tech Building

I attended a meeting on April 19, called by EAA 237 president Kirk Fjetland, to begin discussion on the future of the Anoka Tech building across the parking lot from the Tower. The EAA needs more space, and is evaluating the feasibility of restoring the building. Kirk's vision is to have the building become a "focal point" for airport activities, where the various organizations could hold meetings and host events, as kind of an airport community center.

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The View From Here

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However, much remains to be done before a decision can be made on whether it's worth doing. The building has water damage and mold, and the biggest questions are what needs to be done and what it would cost to rehab it. If it appears worth doing, then a lot of planning must follow, including where the funding would come from, what would be the operating costs and how would they be covered, how would the building administration (upkeep, paying expenses, scheduling, legal ownership, etc.) be structured, and what kind of a program would be set up for use of the building. We'll keep you posted as this initiative moves forward.

Flight Line Enterprise

Craig Schiller, President of Flight Line Enterprise, advises that they're opening a gift shop at 1033 109th Ave. NW in Blaine, 4 blocks west of highway 65 in a strip mall off of 109th. They'll be selling aviation-themed books, models, toys, clothing, military collectibles, and tech, and may stock pilot supplies if there's sufficient demand. They hope to be open by mid-May. Stop by and check it out.

ACAA Website

ACAA has decided to take over the discontinued BAPG website at www.aneairport.org. Right now it's a work in progress as we reconfigure it, so bear with us. We'll be setting up to take credit card payments via PayPal, so members will be able to join and renew electronically. Past ACAA Newsletters have been posted on the website.

We also have a new email address: aneairport@gmail.com. av8r00@gmail.com will continue to work as we transition to the new one.

Upcoming Airport Events

Following is a list of 2017 events scheduled at MAC's GA airports. For more details, visit

http://metroairports.granicus.com/MediaPlayer.php?view_id=1&clip_id=1631&meta_id=26283

CRYSTAL

17 June: Crystal Airport Hangar Dance (7:00 p.m.-11:00 p.m.)

18 June: Father's Day Open House (7:00 a.m.-2:00 p.m.)

FLYING CLOUD

8 June: Annual Airport BBQ (11:00 a.m.-2:00 p.m.)

15-16 July: Air Expo

AIRLAKE

9 July: Airlake Airport Pan-O-Prog – Fly-In (8:00 a.m.-12:00 p.m.)

ST. PAUL DOWNTOWN

11 March: AOPA Back to your Roots Seminar (9:00 a.m.-12:00 p.m.)

11 June: FAA ACE Camp (10:00 a.m.-3:00 p.m.) 16 July: FAA ACE Camp (10:00 a.m. – 3:00 p.m.)

ANOKA COUNTY - BLAINE

29-30 April: Great Aviation Gathering with the MN Pilots Association

11 September: Annual Airport Picnic (5:00 p.m.-7:00 p.m.)

LAKE ELMO

18 June – Civil Air Patrol Father's Day Pancake Breakfast (8:00 a.m.-12:00 p.m.)

15 August – Aviation Day (8:00 a.m.-1:00 p.m.)

We Need a Treasurer

If you're interested in helping, let one of the current officers know, or show up at the meeting on May 8. Or send an email to aneairport@gmail.com.

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.

Know Someone Who's Looking to Rent or Sublease Hangar Space, Buy or Sell a Hangar?

Check out the ACAA website at

<http://www.aneairport.org/hangar-space/hangar-space.htm>

Click on the button to send your info to ACAA, who will post it on the page.

Hangar Door Maintenance

If anyone has a contact for someone who does inspection and repair on bifold hangar doors, please let me know (av8r00@gmail.com).

March Meeting

Once again, we did not hold an official business meeting in March because the only attendees were Michael Lawrence, John Krack, Don Rosacker, Tim Loth, and Chuck Datko (thanks, guys, for coming). We also did not hold elections.

We decided to do a pre-meeting picnic in May, and to invite all airport tenants, to try to generate interest and also boost membership. John Krack agreed to get a tenant list from MAC, and to send out postcards inviting tenants to the meeting. Michael Lawrence will work on setting up a PayPal account.

Respectfully submitted by John Krack, Secretary, ACAA.

WANT ADS

HANGAR FOR SALE

2135 Michigan West
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.



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: Open
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

TBD

Newsletter

John Krack 763-786-5876

Safety

TBD

Public Relations (Proposed)

Taxes

Vivian Starr 763-559-4683

John Krack 763-786-5876

Membership

John Krack 763-786-5876

Commissioner: James Deal

Airport Mgr.: Kelly Gerads 612-726-8142
Joe Harris 651-224-4306

Discover Aviation Days

2017 Dates: June 3 – 4, 2017

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 Kaufman 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.

Anoka County Aviation Association

7629 Lakeside Rd. NE

Fridley, MN 55432

ANOKA COUNTY AVIATION ASSOCIATION MEMBERSHIP APPLICATION

Name _____
Address _____
City _____ State _____ Zip _____
Home Phone (____) _____ - _____
Work Phone (____) _____ - _____
Cell Phone (____) _____ - _____
Email Address _____

____ New Member ____ Renewal

Please tear off this information sheet and mail along with a check (payable to ACAA) for:

\$15 - 1 Year \$27 - 2 years \$35 - 3 years

(Please check desired membership term)

To: John Krack
 7629 Lakeside Rd. NE
 Fridley, MN 55432

Your renewal date is shown on your mailing label.

Do you have any special concerns or issues you would like to communicate?

To help us keep current with our members' interests, please fill out this survey.

Are you an: Aircraft Owner? _____
 Type of Aircraft? _____

 Hangar Owner? _____
 Hangar Street and #? _____

 Pilot? _____
 FBO? _____

Do you have any special interests, such as:

Aircraft Restoration? _____
Homebuilding? _____
Recreational Flying? _____
Other? _____

Office Use Only: Check #: _____ Entered: _____