



Newsletter
Anoka County Aviation Association
ACAA

Next Meeting: **Monday, July 13, 2015 6:30 PM (NOTE EARLIER TIME)**

July, 2015

EAA Chapter 237 Hangar Anoka County Airport.

© 2015 Anoka County Aviation Association. All rights reserved.

Calendar

July 13, 2015 (Mon)	6:30pm	ACAA Meeting EAA Building
Aug 22, 2015 (Sat)		AOPA Regional Fly-in Anoka Airport
Sep 4, 2015 (Fri)		Newsletter Deadline Want Ads Due
Sep 8, 2015 (Tue)	7:00pm	RAAC Meeting MAC General Offices
Sep 14, 2015 (Mon)	5:00pm	Annual ANE Picnic MAC Maint Bldg.

July Meeting – Meet Our New Manager

Our featured guest at our July meeting will be Glenn Burke, our new airport manager. We'll open up at 6:30 and have a "mini-picnic" prior to the business meeting to use up the leftovers from the May picnic. So get there early and have some hot dogs, chips, drinks, and cookies and do some socializing.

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

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

President's Corner

By Michael Lawrence, ACAA President

ANE is doing its' part to get the community involved and on the airport...

Thanks to the dedicated and committed volunteers, the generosity of our airport tenants, and a little help with the weather, this was one of the best Discover Aviation Days in the last 10+ years.

Our local EAA chapter 237 was both successful in getting the B-17, "Aluminum Overcast," in to ANE for rides, but also keeping it busy giving rides. This continues ANE's reputation as a great place to stop! In conjunction with this visit, the EAA also coordinated an evening event on Tuesday, June 16th, called "Blaine, Planes, and Automobiles." Aircraft were displayed, of course, but the event also included a food truck, wine tastings, and test rides in a new Aston Martin, Maserati, and Bentley automobiles.

On Saturday, June 20th, Key Air Twin Cities hosted the 10th Annual Patriot Ride, previously hosted at Lyon's Park in Ham Lake. This event is a fundraising charity motorcycle ride to acknowledge Minnesota's military members, veterans, and their families. Proceeds from the event benefit three local charities: Minnesota Patriot Guard, Minnesotans' Military Appreciation Fund, and Tribute to the Troops – Minnesota Chapter. The event included many vendors, a live band, parachute demonstrations, aircraft displays and fly-overs, helicopter rides, custom bike show, and a 50-mile escorted ride through the north metro area. Over 2,000 motorcycles and 3,500+ people attended the event.

We all know how important this airport is to the surrounding communities, and I personally appreciate the work many people are doing to help our neighbors better understand those benefits. Keep it up ANE!

Introduction

By Glenn Burke, ANE Airport Manager

My first month with the MAC is behind me and it has been a whirlwind of new people. Please forgive me if I don't remember your name right away. I want you all to know that I am very excited to be here and look forward to getting to know the pilots, controllers, and the facility.

A little about me: I grew up about a half mile from the Atlantic Ocean in Brielle, New Jersey. I attended Ocean College for two years and began working in the construction industry. I followed work around the country and after eight years of construction and three moves I went back to school at the University of North Dakota (UND) and studied Airport Administration. While I was at UND, I worked for a property management company taking care of apartment complexes, small commercial and retail properties.

In 1994 I was hired by the City of South St Paul as the airport manager of Fleming Field. My primary duty was always airport manager, but I also spent nine years overseeing the hockey rink and four years working to satisfy the Minnesota Pollution Control Agency and turn an 89 acre demolition site into a city park.

I live in Inver Grove Heights with my wife of 26 years. We have five children, one a graduate of the University of Minnesota, two currently attending the University of Wisconsin, and two still in high school.

I hold a private pilot certificate and I'm a former member of the Prescott Flying Club (until the kids went to college). I recently got my medical and began flying again.

My office is at the Anoka tower. If you see a gray Durango, I'm in the office. Feel free to stop in and say hello or wave me down while I'm driving around the airport.

A Fond Farewell, and Thanks for the Memories

By Joe Harris, Outgoing Airport Manager

Dear ANE Users,

I am leaving Anoka County-Blaine Airport with a wealth of knowledge I will always treasure. Working within this aviation community has been a fantastic learning experience and I am thankful for the life lessons and skills I've acquired. I enjoyed coming into work every day. I've learned how to build partnerships, take direction, criticism, and compliments. I feel as though I can apply that in many different situations. I've also learned to be open-minded, to value other people's opinions and to consider other ideas along with mine, to end up with a great final result.

Being part of the Anoka County-Blaine Airport community was more than a job to me. I value the many friendships I've gained. I will miss seeing and working with you on a daily basis. We have done some amazing things in the past 11+ years. It was great to witness the extension of Runway 9-27, ILS installation, community events, the construction of the public viewing shelter to name a few highlights. However, there are so many behind the scenes issues that I will cherish. We manage a myriad of every day issues in maintaining a safe operating environment for you to enjoy your passion to fly. I will miss the MAC team (Trini, Mark, Joe and Bill) as these individuals did whatever I asked. They see themselves as part of this community and they deserve a lot of credit for their dedicated service.

(Continued on next page)

Joe Harris' Farewell

(Continued from previous page)

I will not be a stranger even though I have transitioned to Downtown St. Paul Holman Field. Glenn Burke is a friend of mine and I look forward to working with him on the Reliever team. My wish for everyone here is that you all continue to experience success, to feel fulfilled in all you do, and to have nothing but pleasant results with each completed flight! While that may be an overly optimistic wish, it is sincere. It's been a pleasure working here and I will truly miss it.

Warm regards,
Joe Harris

RAAC Report

By John Krack

Next RAAC Meeting – Sept 8th at MAC General Offices

Commissioner Deal has taken the non-aeronautical revenue issue under his wing and is working with Staff and CBRE to reach a resolution – either get it moving forward or decide it's not viable and drop it. I expect we'll see some results in the near future.

The draft Lake Elmo Long Term Comprehensive Plan is out for review. It is available at:

<http://metroairports.org/General-Aviation/Airports/LakeElmo.aspx>

Public information meetings are scheduled for Thursday, July 9 and Thursday, July 16 from 4-7pm. For details see:

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

I summarized and sent to MAC Staff and the RAAC reps some concerns from Don Johnson regarding several "housekeeping" issues, including timely updating of the FAA's 5010 form that updates the master airport profile database, timely update of runway conditions during inclement weather, more diligence in reviewing instrument approaches and infrastructure plans, and a pro-active vegetation management plan.

There was a rumor circulating several weeks ago regarding reducing the ANE tower staffing during certain hours of the day. An update from Gary Schmidt is that there will be no change.

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

The View From Here

By John Krack

New Airport Manager

I had a discussion with Glenn Burke at the Crystal Airport Father's Day fly-in, and was once again impressed with his experience, ideas, and enthusiasm. I think he'll be a good fit for both ANE and MIC, and an asset to the MAC staff. Welcome Aboard, Glenn!

Discover Aviation Days

I attended both days of DAD. The weather was beautiful (for a change), there was lots of flying going on, lots of happy people, and some pretty neat exhibits. Roger Hansen displayed a truly wonderful exhibit on WWII aviation as a tribute to our veterans, including models and descriptions of the major WWII aircraft, and scale models of several Pacific air battle sites. He says he's looking at doing Korea next. Nice job, Roger!

Craig Schiller advised that they're still working through the numbers, so we don't have any official results to report at this time. Don Rosacker reported that the helicopter ride concession was busy both days and did very well. Roy Fuhrmann noted at the June Management & Operations Committee meeting that approximately 34,000 attended. This is fantastic!

Crystal Fly-in

I attended the June 21 Fathers' Day fly-in at Crystal Airport. Given concerns that the airport is in decline, I wanted to see what sorts of exhibits they had, and get a feel for the community turnout. I was favorably impressed. There were lots of vendors, airplanes flying, a

North Memorial medical helicopter (and folks there to explain the operation and answer questions), and even though I didn't get there until around 10:30, there was still a long line for the pancake breakfast.

From what I saw, they had a great turnout, and people were having a good time. I was particularly impressed by the number of police and community service officers there to help direct traffic. The City was definitely involved in the event. (And in fact the main coordinator for the event was Julie Deschler, a Crystal city council member.) To me this was good news, and indicates that there are at least some in city leadership positions that appreciate the airport and support the celebration. Positive publicity for an airport that seen more than its share of opponents.

Upcoming Events

Here's a list of events that I'm aware of scheduled at metro airports this summer:

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

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

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

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

AOPA Minneapolis Fly-In Volunteer Signup

From the AOPA Website

The AOPA fly-in will be held Saturday, August 22 at Anoka County-Blaine Airport (KANE). Volunteers are needed on Friday, August 21 and Saturday, August 22 to assist with event set-up, parking attendee aircraft, directing ground transportation, greeting attendees, managing the flow of aircraft, people and vehicles, as well as event tear-down. All volunteers will receive a hat, t-shirt and the gratitude of AOPA and attendees. Free tickets for Saturday's lunch will be provided to all who volunteer. Snacks and refreshments will also be provided during your shift. This AOPA fly-in promises to be a fun, relaxed event. Come help make it a success! To volunteer, go to:

<http://www.aopa.org/Community-and-Events/AOPA-Fly-In/2015/Volunteers-Needed>

The link to event details is:

<http://www.aopa.org/Community-and-Events/AOPA-Fly-In/2015/About/Minneapolis-Fly-In>

Let's showcase our airport and our Minnesota hospitality. Sign up to help! – Ed.

MAC Commission and Committee Reports

By Vivian Starr

Management & Operations Committee 4 May 2015

There were several items of interest to Reliever Airport tenants on the agenda. Gary Schmidt, Director of Reliever Airports explained difficulties in obtaining bids for maintenance of the Anoka County/Blaine Contract Tower equipment. The tower's very old equipment, due to be replaced this year, requires repair and maintenance almost daily. MAC has a contract with a technician to provide this service who retired from the FAA after a number of years at MSP in the same role. This contract is posted for bids every three years. The current technician has consistently been the only bidder for this contract. He has indicated to Director Schmidt that eventually he would like to become fully retired. MAC staff and the current technician hope that when new equipment is installed, maintenance needs will drop dramatically. That could create a situation in which other parties might consider bidding for the contract. The FAA

(Continued on next page)

MAC Committee and Commission Reports

(Continued from previous page)

provides equipment and maintenance service to their towers, such as STP, FCM, and MIC. However, Anoka's contract tower has equipment paid for by MAC and maintained by MAC. The FAA has refused to provide maintenance staff to contract towers, even if reimbursed.

Kelly Gerads, Assistant Director of Reliever Airports, provided the Committee an update of the Reliever Airport Landing fees. In January 2013, landing fees were initiated at FCM and ANE that are calculated at 90% of signatory (typically airlines who have signed a contract with an airport) landing fees at MSP which are based on a calculation of maximum gross landed weight. These fees apply only to aircraft using Jet A fuel. The implementation went smoothly and fees have been submitted regularly. John Krack, Chairman of the Reliever Airports Advisory Council asked about the credit card fee that FBOs must pay when a fuel purchase by transitory aircraft is paid by charge card. Kelly said one FBO at ANE had raised this issue and MAC said they could note the fee on the fuel invoice and not include in their income reported to MAC.

Eric Johnson, MAC Director of Commercial Management & Airline Affairs updated the Committee on Reliever Airports Non-Aeronautical Revenue, (or lack thereof). CBRE, MAC's commercial development advisor/realtor made an excellent presentation about the available parcels. There have been over 100 inquiries about one of the FCM parcels, including occasional requests to purchase. Commissioner Monaco, who is from Duluth where he owns the FBO, promptly asked why there has been no progress yet. CBRE replied the issue is leasing vs. purchasing. Purchasing and having ownership of the property you develop is traditional in this part of the country. Also, getting financing on leased land is very difficult. Next, Commissioner Monaco asked, "So should we sell?" CBRE replied that it would make their job easier. Eric Johnson interjected that Mac should retain ownership of parcels contiguous to the airport, but those not connected could be considered. This turned the discussion to ANE where there are two parcels that are not connected. One of those is near the ball-fields, northeast of the airport, and the other is across HWY 10, southwest of the airport. Committee Chair Rick King said he wants the Commissioners to hear from any interested buyers. Commission Chair Dan Boivin said the Commission may need to revisit the concept since "we are making no progress." Eric Johnson added that technical issues such as environmental, city zoning, and FAA have all taken a long time.

At this point, John Krack, RAAC, asked to speak. He said, after two rounds of Rates and Charges increases, non-aviation revenue dollars were proposed as a solution. That was NINE YEARS ago. Reliever Airports are supposed to be self-sufficient. Executive Director/CEO Jeff Hamiel has stated that no developmental money from MAC can be spent preparing non-aviation parcels for commercial development due to FAA grant assurances. CBRE explained that it is typical for developers to do wetland/environmental mitigation.

Committee Chair King, addressing staff, said he wants to know by the next Committee meeting what the Committee can do to make this process move along faster.

Another Commissioner commented that once land is sold, there is no more potential for it to generate further revenue.

Commissioner Peilen posed a new question to staff—would non-aeronautical revenue from Reliever parcels actually go to Reliever Airports? Steve Busch, MAC Vice-President of Finance and Administration, said typically the money would go into the General Fund. Commissioner Peilen asked how that would help Reliever Airports. Commissioner King replied, "We will have to figure that out."

May Meeting Minutes

There was no business meeting in May. A picnic and social hour was held instead.

Respectfully submitted by John Krack, Secretary, ACAA.

WANT Ads

HANGAR FOR SALE

2511 North Dakota East Taxiway, Facing South
58W x 40D x 14H hangar built by Structural
Buildings. Door opens to 12 foot 6 inch height.
50 foot wide by 14 foot high electric bi-fold door
Rear 9 wide by 8 high garage door
Front access door. Asking \$85,000.
Call Dave at 763-244-4028



AIRCRAFT FOR SALE

1968 Piper 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

Copper 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 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

HEADSETS FOR SALE

Lightspeed 15K ANR headset, boom mic, noise canceling, soft case, good condition. \$50

Lightspeed 20 XL2 ANR, boom mic, noise canceling, soft case, good condition. \$100

Contact Craig 651-426-4751

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

From the Archives - 1994

The following article is from December, 1994. This was the beginning of the discussion to raise user fees after 30+ years.

MAC RELIEVER AIRPORTS MEETING

By John Krack

I attended the Metropolitan Airports Commission meeting on November 22. The meeting lasted 4 hours, and was dedicated entirely to the Reliever Airports. A major item on the agenda was Rates and Charges, which was my main reason for attending.

The purpose of the meeting was for the MAC Operations Staff to brief the Commissioners on the Reliever Airports. This included a historical overview, the role of these airports in the Twin Cities aviation system, the guidelines and rules under which these airports are operated, and some of the issues currently on the table. Tim Anderson moderated the meeting, with assistance from members of the Operations staff.

Jerry Brataas from Rochester, a 6-year MAC member, gave the introductory remarks, noting that the Reliever Airport System is a major asset to the Twin Cities, and that we should try to use these airports more effectively, mainly by diverting more traffic to them and away from MSP. Whatever is done, however, must be in accordance with Federal and State rules, or we'll lose financial support. He also noted that it's already tough to make a good living as an FBO, and any changes should not result in making it even harder. There was general sentiment that nothing should be done to place undue hardship on the non-commercial tenants either.

Jack Eberlein then gave a demographic overview of the West Reliever Airports, including their sizes, number of hangars, number of based aircraft, number of operations, and type of operations. Greg Fries did the same for the East Reliever Airports. Tim Anderson noted that his objective is to provide the kinds of facilities at these airports needed by the Aviation community.

Nigel Finney then presented an overview of where the Reliever Airports fit into the total system, noting that strategic direction as to an Airport's Need, Role, and Location come from the Metro Council, while MAC is charged with implementation and operation.

Tim gave a very brief overview of the rules and regulation under which the Reliever Airports are currently operated, mostly referring to the sections in the information package sent out prior to the meeting. (I will bring a copy to the next ACAA meeting, in case anyone is interested in looking at it.) The agenda then turned to the subject of Rates and Charges. No decisions were made, nor expected. The objective was to brief the Commissioners and request direction. MAC Staff outlined the issue: The Reliever Airports have been running an annual operations deficit of approximately \$2 million not including capital depreciation, and the projected deficit for '95 is approaching \$5 million if depreciation is added in. These deficits are covered by surpluses in parking, car rental, and food concession income at MSP. The question to the Commission was: Is this a problem, and what, if anything, should be done about it? At this meeting, MAC Staff was seeking a go-ahead to continue the hearing process to gather information as input to a final decision. Some of the highlights I heard in the ensuing discussion were:

- One Commissioner (I didn't catch his name), noted that there's been a long history of funding deficits at the Reliever Airports, and maybe it's time to recognize that fact and make it official policy. His question was: "What are they worth to us?" [the operative question, in my opinion]. He also suggested that it's not feasible to try to play "catch up" in one or two years.
- We need to be concerned about costs, but should not jeopardize the airports with unreasonable fee increases.
- Maybe we should look at a "reasonable" increase in fees.
- The subject of capital depreciation came up several times. Several Commissioners noted that it's a non-cash item, and maybe we should only consider cash when discussing deficits and deficit targets.
- Commissioner Fiore asked why operating expenses have escalated at a rate significantly greater than inflation. MAC Staff didn't have a clear answer.
- Concern was expressed that the use of hangars for non-aviation-related activity was a misuse of scarce space. Tim Anderson pointed out that leases allow for 25% non-aviation use, and he felt that was reasonable.
- MAC Staff had some information on what other airport authorities with similar arrangements (tenant-owned buildings, land leased charge. Denver charges 17.5-24.5 cents/sq. ft., plus a 5 cent per sq. ft. environmental fee. The Spirit of St. Louis airport charges 19-20 cents per sq. ft., on up. It was noted, however, that the Tax burden is significantly higher here, and no comparisons were available on total costs. Also, other airports have automatic fee escalators in the leases.

- There seemed to be an understanding that the real issue here was the total cost of taxes and lease charges, and that most tenants don't mind paying more to MAC if we get relief from the high personal property taxes we're now paying. Commissioner O'Neill suggested that perhaps hangars should not be taxed as personal property. Discussion followed on how this might be changed. There was some sentiment that this is strictly a tenant issue, and other opinions that MAC should be part of the process to change things. One Commissioner (O'Neill, I think) suggested that we should "mitigate rather than litigate" - in other words, try to work out an equitable solution rather than fight the cities and counties in the legislature. (By the way, this does not seem to be so much an issue with outstate airports since most of them are owned/operated by cities and counties, and all revenue ends up in the same place.)

So where did it all end up? MAC Staff is getting information from around the country on rates, charges, and taxes at other airports, and will conduct a Tenant Survey. The Staff and the Commission agreed that they will wait for the results of these two activities before making a decision. Target timeframe for completing these efforts is the end of January.

COMMENTS

I got the distinct feeling that, after numerous false starts, Reliever Airport Rates and Charges will be addressed by the full Commission in 1995. I also got the feeling that the Commissioners want to try to achieve an equitable balance between running a deficit at the Reliever Airports and some reasonable restructuring of tenant fees, and are open to ideas. What's unknown at this point is what is "reasonable". My personal opinions are:

- Although none of us wants to pay more, I think it's inevitable. Considering that lease fees haven't been raised in 30 years, I think that any position supporting no change at all will be extremely difficult to defend. However, I also think that we as airport users can have some influence on the extent and structure of these charges. This is not a crisis issue now, so I don't expect a "knee jerk" reaction, but there is growing concern and I expect some action to be taken.
- If we want this addressed as a combined taxes/fees issue, we as airport tenants are going to have to get involved. I think MAC can be convinced to participate, but I can't see them going it alone. This means contacting our legislators, pointing out the inequity in the current situation (we're paying big bucks in local taxes but MAC provides the services), and suggesting specific changes. This is the toughest course, but also probably the best long-term solution. Perhaps we can lobby for a reclassification of airport buildings, or a consistent Statewide policy.

I suggest that we vitalize the Taxes committee under Jim Pothen to talk with tenants, commercial operators, and user groups from other metro airports, to develop a proposed ACAA position to be approved at the February general meeting. This position would then be sent to the MAC Staff and each MAC Commissioner, and would form the basis for going to the Legislature to seek changes in the property tax structure. Volunteers are hereby solicited. Contact me (786-5876) or step up at the December meeting. Remember, it's YOUR pocketbook! Some food for thought:

- We SHOULD make the effort to look at the total picture of taxes and fees. There's an opportunity now which will probably be lost once a new fee structure is in place. The best chances to get the taxes addressed probably lie in getting the property classification changed, and pushing for Statewide uniformity on aircraft hangars. Perhaps, since MAC is somewhat of a unique entity, special legislation is required to address this issue. I understand that the MnDOT task force is looking at addressing this item, and perhaps we can work together.
- Taxes are preferable to fees, as they are deductible from income. If we can keep fees low and pay taxes to MAC instead, we get a break on April 15.
- Perhaps the fees should not be the same at all airports. Maybe the airports with more desirable locations, or services such as towers and precision instrument approaches, should charge more.
- Once a subsidy target is set, it should grow with inflation along with fees.
- Cost-saving efforts, as well as revenue increases, should be looked at to control the deficit.
- A planned deficit is appropriate, as the airport benefits go far beyond the tenants. Capital depreciation should be excluded from the deficit calculations for setting rates and charges or, at most, only those improvements which predominantly benefit tenants should be included, and tenants should be involved in the planning process for those types of improvements.
- We need to work with the other airport associations and, if at all possible, develop a position to which we can all sign up.

We'll be discussing this further at the 12/8 Executive Committee meeting and briefly at the 12/12 General meeting.

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

2015 Dates: May 30 – 31, 2015

Website: www.DiscoverAviationDays.org

Email: Info@DiscoverAviationDays.org

Phone: 763-568-6072

Planning Team:

Craig Schiller Golden Wings Museum
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.

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

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? _____

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?

Do you have any special interests, such as:

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

Office Use Only: Check #: _____ Entered: _____