



Newsletter Anoka County Aviation Association ACAA

January, 2019

Next Meeting: **Monday, March 11, 2019 7:00 PM**
EAA 237 Building, Anoka County Airport.
NOTE: The January Meeting Has Been Canceled

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Calendar

NO ACAA MEETING IN JANUARY!

March 1, 2019 (Fri)		Newsletter Deadline Want Ads Due
March 11, 2019 (Mon)	7:00pm	ACAA Meeting EAA Building
March 13, 2019 (Wed)	7:00pm	RAAC Meeting MAC Office Bldg.
April 6-8, 2019 (Fri-Mon)		NCAA Final Four US Bank Stadium

January Meeting – Canceled

Due to very low attendance in the winter, and many folks gone to warmer climates, the executive board decided to cancel the January meeting. We'll get together again on March 11, just in time for the spring flying season. Hope you have a great winter. See you in March.

From the Tower

By Neil Otey, ANE Tower Chief

What's in store for 2019!

Anoka County Airport will see a number of consequential events this summer. The controllers in the tower look forward to the challenges, and anticipate a great year at Anoka.

While *not* considered by most as an "event", a good portion of the summer will be spent on the re-construction of the south perimeter road. For the tenants on the east side of the airport, the improved surface will be a long-awaited upgrade to an important part of the infrastructure. The project will include widening and upgrading the roadbed and surface, and improved signage and airport markings. As many of you may know, there has been a great emphasis on runway safety by the FAA, and our own Runway Safety Action Team, to reduce the number of runway crossings. While the construction period will cause a short term increase in number of runway crossings, the completion of the project will improve access to the east side, and significantly reduce runway crossings.

This year, the airport will host travelers to the NCAA Final Four Basketball Championship in early April, and our own "Discover Aviation Days" in June. Also this year, for the first time, the "PGA 3M OPEN," held over the week of the 4th of July, will become a regular PGA Tour event. Super bowl 52 last year marked the first (we hope) of many opportunities to showcase our airport and the Twin Cities area. Much of the planning for the 2019 events began this summer, and our very successful experience with SB52 has provided us with a great start for the 2019 event season.

We are in the process now of evaluating how these events will affect the usual ebb and flow at the airport, and the important role that the users will play in making all these events such a success. While we anticipate the challenges, we know the cooperation of our users will make what we do another enjoyable adventure. Have

a great winter, spring, and summer. Thank you for all your support. *Go Flying...* and we'll see you soon!

ANE Tower.

Neil

Around the Airport

By Philip Tiedeman, Airport Manager

Happy New Year! I would like to extend my wishes to you and your family for a safe and healthy 2019. I want to thank everyone for making my first year a warm and welcoming experience. I also want to thank a few people and organizations for their outstanding contributions at the airport this past year.

Let me start by recognizing the air traffic controllers. This team is one of the most experienced and extremely qualified groups I have the privilege to work with. They provide an exceptional, professional, safe, and user-friendly service. I want to thank the volunteers and directors of Discover Aviation Days for the dedication and hard work in promoting the airport and aviation. I also want to thank our airport users and tenants for all their contributions. I enjoyed the stories and tales I heard during the hangar inspections. There is a lot of dedication, family, and history at this airport and I have probably only scratched the surface. The commercial operators should also be recognized for their hard work and commitment to providing for the needs of the aviation community. We have the unique ability to offer almost every aspect a pilot could need: maintenance, avionics, flight training, aircraft museum, full service FBO, charter service, and others. Please continue to support your local operators. I also want to recognize the ACAA and its membership for the outstanding work they do for the airport. The MAC maintenance staff takes great pride in providing a safe and efficient airport. This airport would not be what it is without the long hours and work they do to maintain it.

Hangar Listing Portal – We are proud to announce that we have developed a site linking up tenants who want to sell or rent hangar space with those looking for a hangar. It was a reoccurring theme across the Reliever Airport system about how difficult it was to find a hangar or to find a buyer/renter. This portal should bridge that gap and help make those connections and provide a better airport experience. Flyers with the link and QR Code to the portal have been posted at each reliever airport as well as included here:

<https://docs.google.com/forms/d/e/1FAIpQLScE5S3eyAwO20p1wv4nbWY0bVIMxPtI-lyLze5oBA3N6gbWGA/viewform> or

<https://docs.google.com/forms/d/e/1FAIpQLScE5S3eyAwO20p1wv4nbWY0bVIMxPtI-lyLze5oBA3N6gbWGA/viewform?vc=0&c=0&w=1>.

Depending on which browser you use, you may have an easier time opening the alternate link. If you would like a copy of the flyer or are having trouble with the links, please feel free to email me and I can send you a PDF of the flyer.

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Around the Airport

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If you would like to get in touch with me, I can be reached at Philip.Tiedeman@mspmacc.org or 763-717-0001.

RAAC Report

By John Krack

The winter Reliever Airports Advisory Council (RAAC) meeting was held on Monday, December 17, 7:00 PM at the MAC general office building at 6040 28th Ave. S. in Minneapolis. The spring meeting will be held on Wednesday, March 13.

Following is a brief summary of the December meeting and an update on some of the things we're tracking:

Non-Aeronautical Revenue:

MAC has hired a consultant to help evaluate the property in the reliever system not suitable for aeronautical use. They'll be working with local community officials and city planners to identify potential best uses for these properties and how to best "advertise" these opportunities and the local airports. They're in discussions on developments at Blaine and Airlake.

Long Term Comprehensive Plans:

Lake Elmo: Neil Ralston, MAC's airport planner, reported that the 60-day challenge window on the Environmental Assessment Worksheet has expired with no challenges, and barring any unexpected developments, the next steps are to finalize funding plans and work with local governments on details. They'll also be forming a Joint Airport Zoning Board with the local governments.

Crystal: Neil Ralston reviewed the status of the Crystal Airport Environmental Review. He handed out minutes from the October 30 public meeting (discussed in the November ACAA Newsletter), and the proposed project schedule:

- Mid-Jan – Mid-April: Draft Environmental Assessment and FAA legal review, with an Airport Community Panel meeting in mid-March
- Mid-April – End May: Public comment period, with a public hearing in mid-May
- End May – Mid July: Revisions to address comments.

You can follow the process, get the latest information, and sign up for updates at:

<https://www.metroairports.org/General-Aviation/Crystal-Airport-Environmental-Assessment/Overview.aspx>.

Primary Reliever Airports (ANE, FCM, STP): As reported in November, MAC has embarked on a project to develop a "holistic" overview of how the three Primary Reliever airports work together as a system, to better understand business/corporate aviation traffic operational trends, and to identify the specific needs of each airport to optimize their roles in the overall system. This is in turn will lead to individual comprehensive plans for each airport.

MAC has hired a consultant, HNTB, to help them collect data to help answer questions such as:

- What works well for the primary airport reliever system?
- What primary factors influence airport selection among business/corporate owner/operators?
- What trends or indicators should MAC monitor, track, and possibly influence?
- What is MAC's acceptable range of outcomes for its primary reliever system that would set the boundaries of a successful vision?

To answer these questions, MAC and HNTB will be sending out questionnaires and interviewing stakeholders, including FBOs, Corporate Pilots, Flight Departments, Local Pilots, Fractional Ownership Companies, MBAA, NBAA, and NATA. They'll also be collecting data and establishing benchmarks by looking at similar airport systems in four different regions of the country. The airport systems chosen are:

- MSP (ANE, FCM, STP)
- BOS (BED, OWD, ORH, BVV)
- DEN (FTG, APA, BJC)
- PHX (DVT, GYR, SDL, IWA)

These studies will provide details on the GA use of the satellite airports compared to the hubs, which will hopefully lead to insight as to what attributes make the GA airports attractive.

They also plan to look at industries with the greatest need for air transport services, and at economic indicators that may be pertinent.

The RAAC has been asked to participate, and for now, the RAAC reps from ANE, FCM, and STP will be working through our respective airport managers to assist wherever we can.

We'll keep you posted as this project progresses.

Rates & Charges:

As noted in November, MAC is taking another look at how the reliever airports are funded. The main driver for this is a large amount of capital improvements on the list which will likely overstress the current "self-sufficient" model. Also, they've acknowledged our concerns about the automatic escalators in our fees (which have outpaced inflation for the past 10 years or so), and our desire to abolish the Sublease Fee, which was poorly implemented and difficult to enforce. Given that the long-promised non-aeronautical revenue initiative to help fund the relievers never bore much fruit, and that MSP generates annual surpluses around \$60-70 million, and the airlines are doing dramatically better than when the self-sufficiency policy was adopted, we feel there's some room to give the tenants a break from our ever-escalating fees.

MAC is taking a system-level look at funding, looking at capital infrastructure and equipment needs, and revenue sources to fund them. Some of us have been through these initiatives before with mixed results, but what's encouraging this time around is that there are a number of new people in decision-making positions within the MAC and, I believe, an increased focus on doing what's right for stakeholders as well as the airports. I've observed a significant improvement in transparency on recent MAC projects, and am hopeful that those of us most affected by these changes will be able to participate in the process more meaningfully than in the past. A large part of my optimism comes from the creation of two new VP-level positions – one focusing on finance and revenue generation, and the other on strategy and stakeholder engagement:

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RAAC Report

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Atif Saeed is the Finance and Revenue Development VP, and will be leading the effort to maximize non-aeronautical revenue, as well as looking for other revenue-generating opportunities.

Naomi Pesky is the Strategy and Stakeholder Engagement VP, and will be coordinating the stakeholder involvement for this project.

In addition, CEO Brian Ryks, Chief Operating Officer Roy Fuhrmann, and Management and Operations VP Chad Leqve, are all new in their positions since we last dealt with Rates and Charges, so I'm expecting some fresh perspectives and new ideas on the subject.

See my personal comments in the "View From Here" section below.

Someone noted that there's no provision in the current ordinance to periodically review rates and charges, and suggested that this be considered in a future revision.

Hangar Sale/Rental Portal: Phil Tiedeman announced that MAC has added a portal to its website as a clearinghouse for selling and renting hangars. Thank you Phil and the rest of the MAC staff. This will be a great help. See Phil's column above for details.

Airlake Annexation: Eureka Township has reached an agreement to annex the remainder of the airport into Lakeville. This will enable the airport to access "city" sewer and water.

Ultralight Policy: No progress to report.

Learning Jet: Darlene Dahlseide and Mike Smith gave us a short presentation on the Learning Jet, a retired Boeing 727 donated by FedEx based at STP, and used as a classroom/learning tool to interest and teach K-12 students about STEM careers. They've had some 1,700 students go through the program so far. They also use the aircraft as a training tool for maintenance technicians.

Darlene said that their biggest need right now (in addition to financial contributions, which are always welcome) is for instructors to help teach the program. You don't need to be a CFI – just have a basic knowledge of aviation and be able to convey it to the kids.

MOGAS or SWIFT Fuel at ANE: Nothing to report.

As usual, 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

AVMed Minnesota Has New Location and Limited Winter Schedule

Dr. Ron Rehmann, Aviation Medical Minnesota, reports that he's moving his office to a new location – across Missouri to the second floor of the Sim Flite building (the one with the red, white, and blue stripes, just north of the former Cirrus building), effective January 1. He'll also have a limited winter schedule through early May, being available for short periods from late February to early March, and again from late March to early April, to accommodate pilots needing medical exams in February, March, and April. Check out the Aviation Medical Minnesota website at <http://www.avmedmn.com/> for Dr. Rehmann's schedule and to book an appointment.

More on Rates & Charges

At the September RAAC meeting, I suggested that the RAAC reps get involved early in the Rates and Charges review process to avoid the "concrete half hardened" syndrome that often results when stakeholders don't get involved until near the end. (That's where the die is pretty well cast, and the designers, having invested so much time and energy in the project, are reluctant to go back and consider major changes when the "outsiders" get involved. It's a natural human tendency – not just MAC.) Chad Leqve responded that there are many stakeholders, and to single out one or two for early involvement isn't fair to the others. I get that you can't have too many cooks making the proverbial soup, but I also think that in this case, there are a small number of stakeholders most affected by the outcome, and it wouldn't necessarily be disruptive to have them participate in the design at some level. However, if that's not workable, then we suggest setting up a "Stakeholder Engagement Panel" similar to the Community Engagement Panels that they're using for the Environmental Assessments, and meet regularly with this group to exchange concerns, ideas, and feedback.

At the September meeting, Chad Leqve, in response to a suggestion that MAC consider using more MSP-generated concession and parking revenue to help fund reliever airport capital improvements, said that there are federal restrictions on how these funds can be used. We asked for details at the December meeting, and Chad gave us an overview, followed by Cameron Boyd, MAC's General Counsel, who offered more detail. Basically, the FAA rule is that each airport should be as self-sustaining as possible. If the revenue capacity does not meet the financial needs, then it's OK to make up the difference with funds generated at other airports in the system. The operator just needs to justify doing so. (This is one of the agreements airport operators make when they take FAA money.)

So it IS legal to use MSP monies to support the relievers. The question then becomes, "What is a reasonable level of revenue to be derived from the Relievers?" MAC clearly can't (and shouldn't) give things away, but going the other direction and gouging the users to maximize revenues isn't a good idea either. (The FAA also has fairness rules that must be followed.) I'm expecting that a major goal of this study is to find a middle ground that's both fair to the users and meets the needs of the airports (and satisfies the FAA).

One of the questions that needs an answer is what is fair market value for our leaseholds, and how should that translate into what we pay? What are other airports charging, and how does that compare with MAC? To help determine this, MAC has enlisted Airport Business Solutions to survey other similar airport systems in the country to see what they do. In turn, MAC will be checking with other airports in the area to get a picture of what's typical in this part of the country. Following that, we'll have a better idea of what makes sense.

[I have, figuratively speaking, read a few trusted MAC officials' lips and have been promised unequivocally that reversion (taking over our buildings at the end of our lease) is NOT on the table. I say this to put to rest any concerns, as those of you who've been through these rates and charges discussions before will recognize that Airport Business Solutions years ago suggested that MAC consider adding reversionary clauses to their leases. This touched off a firestorm of concern (to put it mildly) among tenants, and MAC never seriously considered the idea, but the concern still exists among some that it might come back. In all the discussions I've had with MAC staff over the years, I'm pretty confident that it won't.]

Two other suggestions for MAC come to mind:

1. Before getting too far into this process, conduct a survey of commercial and storage tenants as to what their biggest likes and dislikes are with the current system. If we think we're paying too much, how much is reasonable? The biggest complaints I've heard regard the automatic escalators, but

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The View From Here

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that's from just a small sample. Are the transactional fees (facility acquisition fee, fuel flowage, administration fees, landing fees) reasonable?

2. When designing a new policy, offer some options on how to proceed. This whole thing is a series of tradeoffs, so give us a chance to understand these tradeoffs and weigh in.

You can see the current fee structure and policies at

<https://www.metroairports.org/General-Aviation/Airport-Users/Tenants.aspx>.

The other side of the funding equation, of course, is cost. I'm not a business person or accountant so I'm not really in a position to assess whether MAC's costs are reasonable, but in looking over the financial model summaries over the years, I don't see outliers that don't have a reasonable explanation. I've been publishing the Model updates in the Newsletter, and you can see the latest at

https://metroairports.granicus.com/MetaViewer.php?view_id=1&clip_id=1789&meta_id=46260

I will note, however, that one of the largest, and highly variable costs, is personnel, and a big chunk of that is due to maintenance activity (i.e. snowplowing) during the winter, particularly on weekends and holidays when overtime kicks in. Yet when Mother Nature hits on a weekend or holiday, I don't think we want MAC to wait until the next business day to clear the pavement. ("The airport is now covered with 6" of snow. Operate at your own risk. We'll start clearing it on Tuesday." NOT)

The Challenge

Anyway, enough of my rant. But I'll throw out a challenge:

We are at a time where MAC is reopening this subject, and we have a chance to be heard. So send me your thoughts. (av8r00@gmail.com). I can't guarantee that they'll be favorably acted upon, but they will be put on the table for consideration. Let me know your likes, dislikes, ideas, and suggestions for our Reliever Airports.

You Can Now Pay Your Membership Dues Via PayPal

Thanks to Michael Lawrence and Mike Miller, you can now pay your membership dues via PayPal. No more need to mail a form with a check.

If you have a PayPal account, log in (www.paypal.com) and send payment to treasureracaa@gmail.com. If you don't have an account, you can register for free.

For renewals, if we have your email address, I will send you a reminder email that includes the profile information we have on file. Copy and paste that information in the PayPal "Add a Note" section, and make any changes as necessary.

For new members, and those working from a hard copy, make sure to include your name, email address, postal address, phone, and whether an email-only copy of the Newsletter is OK.

Otherwise, you can still mail the form with a check, or you can pay with PayPal and email a copy of the form to aneairport@gmail.com.

We hope this makes life a bit easier.

Flight Line/Golden Wings Partnership

Flight Line Enterprise has partnered with the Golden Wings Museum to host events for groups of up to 315 people at the Anoka County Airport. Flight Line will work with the group to customize the layout and caterer service, and Golden Wings will

provide the facility. So here's a unique opportunity to host weddings, holiday parties, anniversaries, and other events in a one-of-a-kind venue that everyone can appreciate. See the ad on Page 6 and click on the link below for more information:

<http://www.flightlineltd.com/GW-Events.htm>

Officer Elections

Thanks to Michael Lawrence, Don Johnson, Mike Miller, and John Krack for serving as ACAA officers for the past year, and for agreeing to do another stint for 2019.

Learning Jet Seeking Volunteers to Help Teach

The Learning Jet project at STP, operated by the Minnesota Association of Women in Aviation, is seeking volunteers to help teach aviation-related classes to students in their program. If interested, contact mnawaviation@gmail.com.

For more information on the Learning Jet, check out

www.mnawa.org

Newsletter Input Solicited

I'd like to bring more variety to the content, so if you have any interesting stories, experiences, or tips to share, please send them along.

Email Distribution

If you are receiving this via email and would like to discontinue your paper copy (and haven't notified me already), please send an email to aneairport@gmail.com indicating that you're OK with email only.

If you're not getting an electronic copy and would like to do so, please so indicate with an email to the above address, include your name as printed on your address label, and also indicate whether you'd like to discontinue your paper copy

November Meeting

The November 12 meeting was called to order at 1918 by President Michael Lawrence. The July minutes as published in the September Newsletter (there was no business meeting in September) were approved by voice vote. Treasurer Mike Miller gave the treasurer's report:

Checking balance:	\$1,077.19
Savings balance:	4,916.10
Total:	\$5,993.29

The Treasurer's report was approved by voice vote.

John Krack updated the group on some of the activities he's been working with MAC:

The Long-term comprehensive plans for the three primary relievers (ANE, FCM, and STP) are being preceded by a Visioning Study to assess these airports (plus MSP) as a system to understand the system-wide needs, before drilling down to determine how each airport should be managed to meet the overall needs. The focus at this time is on how to make these airports more attractive to corporate/business operators. MAC has hired a consultant, HNTB, to help them with this assessment, starting with questionnaires and interviews with operators in this space – corporate pilots and flight departments, FBOs, and business aviation organizations who can help guide MAC on what attracts them (and conversely, what discourages them) from using a particular airport. John will be attending a kickoff meeting on the 13th to get the ball rolling.

Michael Lawrence noted that in his experience managing full-service FBOs, the two biggest drivers are runway length and proximity to the final destination.

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The View From Here

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John Krack said that one of his concerns is that MAC not lose sight of the "little guys" in its effort to groom the airports for corporate activity.

The runway 27 infill still gets water, but it's much better than before the drain pipe was installed.

Someone noted that there are holes in some of the taxiways, but I didn't note where.

Vince Meyer said that his hangar was assessed based on being heated, which it's not. When he asked the assessor why they thought it was heated, he was told that they saw a furnace flue, which Vince advised was just a vent pipe, and the city reduced his tax as a result. Vince's suggestion is that we check our tax bills to make sure that we aren't being taxed on non-existent amenities. Since the assessors likely don't get to look inside many hangars, they make assumptions based on what they see from the outside.

Officer elections were held for 2019. All current officers agreed to serve another year, and were elected by unanimous vote.

Chuck Datko gave an update on Chuck Cook, the T28 pilot who was badly burned when his plane caught fire and crashed last August. Chuck was moved from the ICU on Saturday. Chuck Datko said that Cook, upon returning to the field because of alternator problems, did an overhead circling approach and was setting up for final when the cockpit filled with smoke and then burst into flame, at which time he immediately dove for the ground. Miraculously, two first responders traveling separately along Radisson Road north of the airport saw what was happening and were able to jump the fence and pull Chuck (who was outside the plane and rolling to put out the flames) away from the burning aircraft. [Editor's note: I heard recently that Chuck was home. We wish him well in his recovery.]

The meeting was adjourned at 2025.

Respectfully submitted by John Krack, Secretary, ACAA.

WANT ADS

HANGAR SPACE FOR RENT

South facing tee hangar with recently rebuilt 40 ft. bi-fold door. 34 ft. deep with electricitv. Located on the west side of the field near the gas numms. A second space is also available. **Call 651/271-3023**

ELECTRIC TUG FOR SALE

Six-year old Robotow. Excellent condition. New price \$1445. asking \$600.

Contact warren.s.watson@gmail.com

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



Flight Line Gifts

15% Off Coupon

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Prints - Toys - Models

Clothing - Collectables

*Does Not Include
Consignment Items*

Good For All

763-784-6400 / www.FlightLineGifts.com

ACAA Members

Book Your Event at Golden Wings



Flight Line Enterprise and Golden Wings Museum have teamed up to host events at the Anoka County Airport in Blaine. We have enough equipment and unique hangar space to host groups up to 315 guests. Groups will have the ability to design their own layout and bring in a caterer of their choice.

Flight Line Enterprise

763-784-6400

Sales@FlightLineLTD.com

www.flightlineltd.com/GW-Events.htm

**Flight
Line** Event
Planning

ACAA OFFICERS AND COMMITTEES

President: Michael Lawrence 763-780-2802
V. Pres: Don Johnson 651-407-3403
Secretary: John Krack 763-786-5876
Treasurer: Mike Miller 763-267-8729
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 Manager:

Phil Tiedeman 763-717-0001

Discover Aviation Days

2019 Dates: June 1 – 2, 2019

Website: www.DiscoverAviationDays.org

Email: Info@DiscoverAviationDays.org

Phone: 763-568-6072

Planning Team:

Craig Schiller Flight Line Enterprise

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Email: dlhass@comcast.net

Mark Bakko Flywell Flying Club

Email: mark.bakko@gmail.com

Michael Lawrence ACAA

Email: michael.lawrence.ane@gmail.com

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.

Or (**NEW**):

Pay via **PayPal** to treasureracaa@gmail.com. Include your name, email address, postal address, phone, and whether an email-only copy is OK in the "Add a Note" section.

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 _____

Check Here for Email Distribution Only (No Print Copy)

____ 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: _____