



Newsletter
Anoka County Aviation Association
ACAA

July, 2020

Next Meeting: **JULY MEETING CANCELED**
 EAA 237 Building, Anoka County Airport.

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Calendar

July 13, 2020 (Mon)		ACAA Meeting Canceled
Sept 4, 2020 (Fri)		Newsletter Deadline Want Ads Due
Sept 8, 2020 (Tue)	7:00pm	Fall RAAC Meeting Venue TBD
Sept 14, 2020 (Mon)	Tentative	Annual Airport Picnic MAC Maint. Bldg.

placement of new bituminous pavement, pavement markings and restoration. See the map on page 6 for details. Construction is anticipated for the following dates:

Phase 1: July 6 – July 18, 2020

- Taxilane Massachusetts through Taxilane Montana, CLOSED

Phase 2: July 20 – August 1, 2020

- Taxilane Nebraska through Taxilane North Carolina, CLOSED

July Meeting – Canceled Due to Coronavirus

Given the continuing growth of COVID-19 cases and the ongoing social distancing guidelines, we have decided to play it safe and cancel the July 13 ACAA meeting. We urge all of you to continue the lifestyle guidelines (masks and social distancing) to minimize exposure, and stay healthy.

We're hopeful that we can hold the annual airport picnic in September, but we'll need to see how COVID-19 progress develops.

Lynx has agreed to provide ramp space for anyone that would like to reposition your aircraft during construction where access to your hangar may be limited. Call Lynx at 763-780-2802 to coordinate. NOTAMs will be posted and updated as construction progresses. Please note that the construction is weather dependent, and the dates listed above are subject to change. If you have comments or questions related to the proposed construction or schedule, please contact Tim Wegwerth the SEH Project Engineer at 612-390-0629 or myself at 432-556-9009.

LED light installation will be done this fall.

Operations Activity: Holding steady. On 10 days in May, ANE logged more operations than MSP!

From the Director's Chair

By Joe Harris, Reliever Airports Director

It is great seeing so many kids at the airport. The love of aviation is a tremendous gift to give to family and friends. My childhood neighbor, who retired from Delta Airlines recently, introduced me to aviation. He took me for a ride in a tailwheel aircraft, and the aviation bug bit me. A simple act of kindness changed my life. I bumped into my former neighbor at Lake Elmo Airport unexpectedly last summer. I finally got a chance to thank him for introducing me to aviation and encouraging me that I could pursue a professional flight education.

I urge our airport community to continue to support the EAA Young Eagles and Civil Air Patrol, as well as many other organizations to expose kids to aviation. Like myself, my family had no connection to aviation, and my neighbor changed my life. Just think why so many kids say they want to be a firefighter. The local fire department rolls up to a school with a big shiny fire truck, plops kids in the front seat, turns on the lights, gives them a firefighter sticker, and a hat, and the kid goes home wanting to be a firefighter.

Well, why not with airplanes? One flight changed my world.

All the best,
Joe

Web Portal: MAC is working on adding portals to their website for individual relievers. Anyone can sign up to receive specific airport announcements related to construction, events, etc. The Crystal portal has been done first because of the major construction being done this year. Other relievers will follow. You can sign up to receive Crystal messages at

https://public.govdelivery.com/accounts/MNORGMAC/subscriber/new?topic_id=MNORGMAC_30&pop=t

Enter your email address and Submit. Confirm your email address check the privacy box, and Submit. Click Finish, and you'll be enrolled to receive Crystal-related emails..

Crystal S/S Fuel: The Crystal Self-serve fuel station for 100LL and Jet-A opened on schedule July 1. The fuel prices are shown in ForeFlight, and Phil is working on getting them included in AirNav and FlightAware.

Airport Picnic: The September airport picnic remains on hold, pending developments with COVID-19

Phil can be reached at philip.tiedeman@mspmac.org, (cell) 432-556-9009.

Around the Airport

From a Conversation with Phil Tiedeman, ANE Airport Manager

Construction: Northwest Asphalt, Inc., a Metropolitan Airports Commission contractor, will be performing pavement reconstruction at the Anoka County-Blaine Airport this summer.

The project area includes Taxilane Massachusetts through Taxilane North Carolina. The project will include removal of the existing bituminous pavement, aggregate base placement, grading,

RAAC Report

By John Krack, RAAC Chair

The summer Reliever Airports Advisory Council was held on Tuesday, June 9 via Zoom. Thanks to MAC for setting up the Zoom meeting on their server. John Grosen, the Crystal RAAC rep, wrote an excellent summary of the meeting, which is included below (thanks, John).

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RAAC Report

(Continued from previous page)

The fall meeting is scheduled for Tuesday, September 8. Whether we do it remotely again or in person will depend on coronavirus developments.

June 9 RAAC Meeting Summary

By John Grosen, MIC RAAC Representative

All committee members present. Agenda and minutes approved as written.

Item One - Reliever Airports Update

Mike Wilson - Downtown St Paul and Lake Elmo.

Long Term Comprehensive Plan project work is well underway at Lake Elmo. Everything proceeding according to plan. Downtown St Paul will see one project this summer which is to resurface the perimeter road.

Philip Tiedeman - Anoka and Crystal.

Anoka has two projects going this summer. First, is a taxiway repaving starting on July 8th. It will be divided into two phases to limit the inconvenience and interruption. Hangar access will be limited at times due to this project, however. The second project is LED lighting upgrades. Existing taxi lights and a few remaining signs will be upgraded to LED lights. This is a seven phase project with each phase lasting between 3 and 5 days. The final phase will be runway lighting and will require runway closures for two days, each. Construction updates will be sent so tenants will know what is happening and when.

Crystal has the major LTCP project this summer. The work will take place between 7/15 and 10/15 but exact dates have not been assigned. There will be five phases to the project. During the second phase (which will last 24 days) the aircraft based on the North and East side will not have access to the rest of the field for four days. Temporary locations on the west side of the field for affected aircraft have been identified so that this will be less of an issue. All-in-all, there will be temporary runway closures, taxiways removed and rebuilt, new lighting and electrical systems installed. It is a major project but, when complete, it will significantly upgrade the field as well as improve runway safety. A construction notice and updates will be sent once dates are finalized.

Blaine Peterson - Airlake and Flying Cloud

There are three projects underway at Airlake. Taxiway edge lighting upgrades to LED lights is already underway and should be completed by July 5th. There is a runway closure scheduled for the daytime on Thursday, June 11th, and some evening closures scheduled for next week. Tenants have already been informed about these closures. The second project is a public restroom which is being installed. Work is nearly complete on this and it should be done by the end of the month. Finally, a wash pad is being installed. Currently waiting for the city to install a water meter and for the drainage system to be completed.

Flying Cloud has just one project scheduled to start on August 10th which is the resurfacing of a taxiway. This project will not have a significant impact on operations as the taxiway is lightly used. It is scheduled to be completed by 8/29.

Crystal Self-Service Fueling Update

Philip Tiedeman gave an update on the status of the self-service fueling system installation at Crystal. MN Petroleum won the bid to install the fueling system and work began in early April. The system will open for service on July 1st and the project is two weeks ahead of schedule. The only work remaining is final testing and calibration of the fuel delivery system and the installation of lighting.

World Fuel won the bid to provide fuel (100LL and Jet A). They have been providing training and other assistance with the project.

A FAQ has been prepared with the most commonly asked questions and answers about the self-service system. It will be mailed and emailed to tenants on June 10th.

An event was planned for late June to host tenants at the new facility but it has been canceled due to COVID 19. There are plans for MAC staff to be on hand during the opening few days to help tenants and answer questions.

Reliever Airports 1st Quarter Review

Joe Harris, MAC reliever airports manager, gave a brief report summarizing activity at the relievers during the first quarter. Overall, relievers saw an increase of 10% over last year during the 1st quarter of the year. April and May operations are down overall due to significant declines in business jet traffic and changes in tower operating hours at Crystal and downtown St Paul (the tower staff collect the operations data!).

Of note, daily operations at Flying Cloud exceeded those at MSP more than twenty times during the first five months of this year. Anoka daily operations also exceeded those at MSP more than ten times during the same period. Crystal daily operations were up every month over last year except for the months when tower hours were reduced.

The MAC is looking at alternative methods for gathering operations data including the use of ADSB tracking. This would relieve the tower staff of having to do this and provide a much more complete picture of activity. No plans have been set.

Obviously, the decline in business activity is having a significant impact on FBOs at the fields where these operations are significant. The CARES act has provided some funding to help bridge the gap but, at some point, unless operations increase, there will be an impact.

Crystal and Airlake now have several new hangar lots available for lease. The MAC expects that the Airlake lots will be gone by the time they get to the end of their waiting list. One new lease has been signed so far at Crystal. Expectations are that there will be more demand once the LTCP project is complete.

Holman's Table restaurant is reopening on June 24th at downtown St Paul. Their opening hours will be limited but the owners have assured the MAC that they are committed to the long haul and it's great to have this option at one of the relievers.

Most of the planned events for the year have been cancelled due to the virus pandemic.

The change in tower hours at Crystal and downtown St Paul does not seem to have had an impact on operations. As noted above, the operations count is lower because tower staff isn't recording these figures during the hours they are closed.

Tenant Survey Update

Kelly Gerads gave an update on the results of the tenant survey that was done this past winter. Overall, there was a 65% response rate to the survey with 85% of the response coming from tenants who self-identified as recreational flyers. The goals for the survey were:

1. Measuring overall satisfaction with MAC services
2. Identifying preferred services
3. Identifying preferred communications methods

Over 70% of the respondents said they were satisfied with services with 14% reporting neutral and 16% unsatisfied.

Because of the timing, there was a lot of focus on winter operations and snow removal. Service levels varied from field to field. For example, tenants at STP and FCM wanted to see continuous snow removal event during an event while Crystal tenants felt that removal within an hour or so after an event was fine.

Overall, several improvement areas were identified:

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RAAC Report

(Continued from previous page)

- Faster response times by MAC staff to requests and inquiries
- Lower fuel and hangar costs
- Improved community engagement between MAC staff and tenants
- Runway and hangar access improvements

Based on the analysis so far (which is not complete), the number one issue identified was better communications. Tenants want more timely information and faster responses to their requests. To that end, the reliever airport website is in the process of being redesigned with a goal of meeting tenant needs. More on this later.

LTCP and Visioning Study Update

Joe Harris reported that all LTCP and Visioning Study activity is currently on hold due to the pandemic.

Neal Ralston, former planner, has been promoted to a new leadership position reporting to Chad Leqve where he will be focusing on data analytics for decision support. Joe highlighted Neal's important role in leading the LTCP process and that he will be missed but that the RAAC can expect to continue to hear from Neal in his new role.

Discussion

Chad Leqve gave an overview of the status of operations and budgeting for the MAC. Clearly, the primary field, MSP, has been hit very hard by the pandemic. At one point, daily passenger counts were down 97% year-over-year. Things have been improving lately, Passenger counts are down only 86% now. Overall carrier operations at MSP are down 70% year-over-year but it appears operations will be increasing in July which anticipates passenger levels of approximately 30% of last year's level.

The MAC received \$130 million in assistance via the CARES act. A new budgeting process is just underway and the focus is on right-sizing services for existing passenger counts and daily operations. Significant cuts have been made based on current levels. The "trick" will be to make sure that they have the capacity to handle the increases when they come so that the MAC isn't a bottleneck. Ultimately, the MAC is optimistic about the next six months and 2021 in general.

Glen Weibel, representing downtown St Paul, pointed out that the 20 year anniversary for the RAAC is coming up. Joe Harris said MAC staff were planning something to observe this milestone.

Joe Harris concluded the meeting by presenting a slide show documenting how the MAC provided temporary quarters at STP for National Guard personnel during their deployment in support of the metro area's needs during the George Floyd demonstrations.

If you have reliever airport questions or concerns, please contact your airport manager

The View From Here

By John Krack

Early Days of the ACAA

Going back through old newsletters to put together the piece below on our early history brought back a lot of fond memories, and the names of many people who, sadly, are no longer with us, as well as some who are still here and can ride the nostalgia train. Those were heady times. The reliever airports were still somewhat of a backwater in the MAC organization, and I think we can take a lot of credit for helping MAC work through some pretty challenging issues. In retrospect, what we did in that first year was truly amazing. Teamwork is fun!

I hope that those of you who have been with us since the beginning can enjoy reliving some old times, and those who have come on board more recently can appreciate how we got here.

Stay tuned for more to come.

In Memoriam – Don Laurence and Al Eke

Don passed away on May 16 at age 90. He was very active in EAA 237. You can read his obituary at:

<https://m.startribune.com/obituaries/detail/0000355995/?fullname=donald-frederick-laurence>

Al passed away on June 4 at age 85. Al was an early ACAA member, and very active in EAA 237 until his death. His obituary is at:

<https://www.startribune.com/obituaries/detail/0000359087/?fullname=alan-b-eke>

Our condolences to both families. Both were great friends in our airport community, and will be missed.

Hangar Inspections

I asked MAC's Robert Dockry, who's busy doing hangar inspections, for any reminders he might have for tenants based on his experience so far. Here's his response:

- We have ongoing hangar inspections at all of our airports.
- Hangars are to be used solely for aeronautical use
- Follow up inspections are scheduled for hangars that do not comply with the MAC hangar use policy, in which we will work with the tenants on getting their hangar up to standard
- Sleeping quarters are not allowed in hangars by any means
- We are inspecting all hangars around the system for aesthetics, as there is a mass lease renewal in the next three years. In order to get a new lease, hangars need to comply with the MAC Aesthetics Ordinance.

As John Grosen noted in his March RAAC notes, these inspections are nothing to be worried about. MAC is committed to working with tenants to resolve any issues. We want our airport to look attractive to surrounding communities, and we want some assurance that our fellow tenants are not doing anything hazardous or dangerous that might jeopardize our health, safety, or property, and that hangars are being used for their intended purpose. So when you get the letter, make the appointment and meet with MAC in the spirit of cooperation to find out what, if anything, you need to do to "fix things," and be proud that you're being a good airport citizen.

You can view the aesthetics ordinance, the inspection form, and other relevant documents at

<https://metroairports.org/general-aviation/airport-users/tenants>

If questions, give Phil Tiedeman a call.

Runway Safety Team Meeting

I attended the Runway Safety Action Team meeting, hosted by tower chief Neil Otey, on June 3rd via Zoom. Highlights were:

- There were 2 incursions in the past year, both by people unfamiliar with the airport. One was on rwy 9-27 just east of B2, and the other at the intersection of A and A1. The first could have been serious as there was an aircraft on final approach in bad weather who had to go around. (See Neil's narrative in the January Newsletter.) We are asked to advise guests about on-airport rules.
- Resurfacing the south perimeter road has dramatically reduced rwy 18-36 crossing by service vehicles. Estimated reductions during 18-36 operations is 85-100%
- Color-coded flyers and distribution boxes have been installed at gates and critical locations on the field.
- Service vehicle staging by Lynx FBO is not practical full-time, but could be arranged for large events south of rwy 9-27.

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The View From Here

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- A west perimeter road is targeted for 2023 to dramatically reduce rwy 9-27 service vehicle crossings.

Hangar Door Inspection/Repair

Two suggestions::

- Jerry Becker. beckergm57@gmail.com, Phone: 763-269-2120
- Merle Marshall. <https://www.linkedin.com/in/merle-marshall-86047894>, Phone: 612 703-0845.

You Can Now Pay Your Membership Dues Via PayPal

If you would like to join or renew using a credit card, email us at aneairport@gmail.com and let us know. We will send you an invoice with a link to enter your credit card information for payment. Or, you can still mail the form with a check.

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

Looking to Buy/Sell/Rent Hangar Space?

Check out the hangar space clearinghouse on the MAC website:

<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. Or, you can click this QR code.



If you're working from a hard copy, here's how To get to the site without having to enter the above string of gobbledygook:

1. In a browser, Google **MAC Hangar Portal**
2. Click on **Prospective Tenants | Metropolitan Airports Commission**
3. Click on the link under **Reliever Airports Hangar Listings**.
4. Scroll to the bottom of the page and click the **Next** button

NOTE: The website was recently updated to include a "Hangar Wanted" category. You can use this also if you're looking for rental space.

May Meeting Minutes

Due to the coronavirus, no meeting was held in May, hence no May minutes.

Respectfully submitted by John Krack, Secretary, ACAA.

Some ACAA History

By John Krack, ACAA Secretary

As noted in the May Newsletter, we celebrated our 30th anniversary last month. I was hoping to have a celebration party, but that will have to wait. Meanwhile, I thought it might be interesting to review how we got started, and some of the early-day issues we dealt with.

The Trigger Event: Fire Codes

In the fall of 1989, Ron Fagerstrom, chief of the Blaine/Spring Lake Park fire department, decided it would be a good idea for existing storage hangars to comply with commercial fire codes, including 1-hour fire barriers (double sheetrock walls) and possibly sprinkler systems, as well as strict rules on what we could store and do in our hangars. I don't remember why the fire chief wanted to do this, but I suspect it was that he saw these buildings, for practical purposes, as largely unregulated (the fire department didn't know what was in them, how they were used, and some were likely being used for non-aviation purposes), and he felt that this initiative would improve safety for both the firefighters and the hangar owners. (At least as far back as 1983, when I built my hangar, Blaine required building permits, as well as a final building inspector sign-off, so there was some control over the design and construction of these buildings, and they did not require commercial fire code compliance.) I also believe (though have not confirmed) that the fire department started doing inspections on their own, and got tremendous pushback from the tenants, whom MAC supported.

Gary Specketer, who had some background in fire codes and prevention, and several others, held a kickoff meeting on December 12, 1989, to discuss the situation and develop a response strategy. MAC's policy was to defer to the local authorities on building codes, and to use local firefighting capability, but they did have the right to develop their own codes, and even set up their own fire department (which of course would have been cost prohibitive). MAC also agreed that we needed safety guidelines that made sense given the usage restrictions (no commercial activity, no living in the buildings, hazardous material controls, etc.) some of which were already mandated in our leases. The tenant's strategy was to put together a proposed set of guidelines and rules that addressed the most serious fire risks, and work with MAC, the fire department, and the city of Blaine to reach agreement. Gary Specketer, Randy Huyck, and Roger Wyatt led the charge. Several meetings were held over the winter with MAC, Blaine, and the fire department, and draft recommendations were developed for so-called "Hobby use" of hangars that we thought were effective and fair. After several iterations, we finalized and reached agreement on our recommendation and presented it to the MAC for follow-up. Areas included:

- Welding
- Woodworking/Fiberglass/Doping
- Painting
- Flammable and combustible liquid storage/use, including no fuel transfer inside the hangar
- No commercial business use
- Drip pans
- Fire extinguishers
- No Smoking signs
- Non-aviation storage limits
- Building permits for new interior structures
- No extension cords for permanent wiring

I'm not sure whether Blaine and the fire department ever formally adopted these rules, but they agreed with them in negotiations, and MAC agreed with them. I think all parties realized we were serious about safety, and many of these recommendations later surfaced formally (fire extinguishers, drip pans, no fueling in hangars, limited storage of flammables, etc.) when MAC developed their environmental rules and revised leases and lease policies.

The Association is Born

By spring, it became apparent that we needed some kind of association to work with MAC and local authorities on other airport issues, to foster a cooperative relationship with MAC, and to promote goodwill across the airport community and with other interested people. On June 11, 1990, the Anoka County Aviation Association was born. We developed a set of bylaws to guide the group, and elected our first officers:

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ACAA History

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- President: Randy Huyck
- Vice President: Gary Specketer
- Secretary: Dick Schoen
- Treasurer: Mike Langer

EAA 237 graciously offered the use of their building to hold our meetings, so we had that covered. Experience with other volunteer groups had taught me that it was extremely important for long-term success to have a timely communication mechanism to keep members informed, so I volunteered to do a monthly newsletter.

Jack Eberlein was the airport manager at the time, and he was very supportive of what we were doing, and was instrumental in helping us work with MAC. The ACAA met monthly in those days and, though it was a lot of work for some of us, it was also very rewarding.

We were off to a good start. By August we had 63 members, and by May 1991 we had 125 and growing. Other projects were soon to follow.

Major Highway Construction Impacts

Around this time, MnDOT was finalizing plans to build hwy 118 (now US10) across the southern end of the airport, and their plans involved removing 8 hangars to make way. Norman Nolte, Bill Mayer, Sheldon Mortenson, and Dick Schoen got involved, along with MAC, to help ensure that those displaced tenants got a fair shake.

Traffic Pattern Nightmares: CTAF Frequency and Pattern Chaos

In those days, ANE was a non-towered airport, and it had become so busy that it got pretty scary on nice weekends and summer evenings. Pilots were using a variety of pattern entries, with aircraft of various performance characteristics, at various pattern altitudes, and it was just a matter of time before we had a serious incident. Further compounding the problem was the fact that, several years before, the FAA/FCC took away a discrete CTAF frequency that had been used by the National Guard to operate a temporary training tower on weekends, and that we were able to use 7x24. We were forced to share a common Unicom frequency (122.7) with many other airports in the area, which made our traffic pattern management even more difficult and unsafe.

So we embarked on two simultaneous initiatives: To bring some sanity to our traffic patterns, and to get a discrete CTAF frequency. A control tower initiative was also started, but that took a few more years to bear fruit.

To address the frequency issue, Randy Huyck and others worked with Gary Schmidt and Jack Eberlein to get a discrete frequency assigned to ANE. Success came on March 8, 1991 when the FCC assigned 123.05. It took until May 31 to get it implemented, but oh, what a relief!

To address the traffic pattern concerns, Gary Specketer, Randy Huyck, and others put together proposed operating rules, reviewed them with the membership, made a few updates, and forwarded them to the MAC in April, 1991. MAC adopted them in October. Another win for the team!

A Tower? A Challenge, but you Gotta Start Somewhere

Now that we'd addressed the immediate traffic concerns, it was time to push for a tower. MAC agreed from the beginning that we needed one, but was afraid to take on the liability. So that meant we had to go to the FAA, MnDOT, and ultimately Congress, to make it happen.

Gary Specketer and Randy Huyck grabbed onto this one and wouldn't let go. Working with Congressman Jerry Sikorski's office, MAC, and MnDOT, they got the FAA's attention, and started wending their way through the bureaucratic gobbledygook learning how the system works. The FAA started doing traffic counts. The ACAA included a Control Tower survey with each newsletter, asking readers to document any problems or incidents they were aware of that could have been avoided with a control tower on the field. This was pretty successful, and MAC and MnDOT did a lot of the heavy lifting with the FAA and Washington. It took five years and a bill rider from Senator Wellstone's office, but ground was broken on September 28, 1995 and our brand new tower opened on October 1, 1996.

The way this got done was particularly interesting, and typically "Minnesotan." MAC agreed to erect the building and equip it to FAA standards, and the FAA agreed (with a little push by Congress) to staff it through a contract company. Ed McKinley was our first tower chief, and the tower crews were wonderful then and have been so ever since.

So, What's Next?

The next thing we wanted to do was to have an event to bring together the airport community, and engage with the public to present the airport in a positive way. There was growing public animosity against the airport among certain members of the public, and we thought this would be a good opportunity to show the local communities what aviation is all about, and maybe even interest a few folks in learning to fly.

Well, EAA 237 had been doing a fly-in pancake breakfast on a Sunday morning in May for years, and we thought: what better way to get started than to make it a whole day event and take the lead on the afternoon portion. EAA agreed, and May 19, 1991 ushered in Blaine Aviation Day. The weather wasn't the best, but the seed was planted, the event was a success, and it soon became a 2-day event and later evolved into Discover Aviation Days. Thanks go to Bud Erickson, Mike Langer, Dave Anderson, Bill Fouts, Tom Knoll, Dick Schoen, and a host of other volunteers.

First Year Recap

It was certainly a busy, eventful, challenging, and successful first year. I think Mike Langer's editorial in the August, 1991 newsletter says it best:

A YEAR IN RETROSPECT

Editorial by Mike Langer

It is hard to believe a year has passed since the ACAA was formed and got in high gear. It is interesting to look back at the events of the past year. Who would have believed the organization's membership would reach 125 within the year?! The various committees have done themselves proud and we should be quick to note this.

The County Road 118 interchange/hangar group now appears to have a good handle on the situation with both the hangar evaluations and hangar re-location problems resolved.

The efforts by the ACAA officers and MAC with regard to the CTAF resolved itself on May 31, 1991, with 123.05 MC being assigned ANE.

The committee handling the Aviation Day, May 19, 1991, did a fine job considering the weather and the limited amount of volunteer help available. Actions on the part of the board and officers have helped to bridge the relationship between Blaine and the airport users. Blaine has appointed a liaison person to work with ACAA and Blaine on airport issues.

While the issue of fire inspections and protection continues to be a thorny issue, it is apparent that cooler heads may prevail or at least we have a Mexican standoff instead of a bureaucratic steam roller. We are hopeful that MAC with our input will be successful in reaching a workable agreement.

Many other issues are in progress with results forthcoming, but one ongoing plus is the fine work that both the Membership and Newsletter committees have continued to produce. Guys, please keep up the fine efforts. If you think these activities are not time consuming or you feel that you might like to try your hand you will be most welcome, I am sure.

As we look to the next 12 months, we are hopeful of improved membership, a more successful Aviation Day, and a good community working relationship with the local seats of government.

Next Time: The story continues. E/W perimeter road, Discover Aviation Days, new officers, bi-monthly meetings, incorporation, noise complaints, rates and charges.

WANT ADS

FOR SALE:

Brand new Appareo **Stratus Power** Certified USB Charging Port. Sells at Sporty's for \$349 plus shipping. \$225. Check it out at: https://www.sportys.com/pilotshop/stratus-power.htm?_SID=U

4-gallon case of Phillips Anti-Rust aircraft oil \$100.

John Krack 763-786-5876 or av8r00@gmail.com

FOR SALE:

Stinson 108 parts at ANE west side. Some parts bolt-on, some repair, some template. Entire tail group, struts, cowlings. Some Franklin tools. Unused early Cessna wheel pants still in box. Old time av radios. All items sold as is. All must go as one load. Make offer.

Ron, 612-822-6326

Construction Notice

ANOKA COUNTY-BLAINE AIRPORT (JANE'S FIELD)
2020 TAXILANES PAVEMENT RECONSTRUCTION PROJECT

Project Background

The Anoka County-Blaine Airport will be completing a pavement reconstruction project on the west side of the airfield this summer. The project area includes Taxilane Massachusetts through Taxilane North Carolina. The project will include removal of the existing bituminous pavement, aggregate base placement, grading, placement of new bituminous pavement, pavement markings and restoration.



SCHEDULE

Project is scheduled to occur from
July 6 – August 1, 2020.

Contractor:
Northwest Asphalt, Inc.



CONSTRUCTION IMPACT



Phase 1: July 6 – July 18
Taxilane Massachusetts through Taxilane
Montana, CLOSED



Phase 2: July 20 – August 1
Taxilane Nebraska through Taxilane North
Carolina, CLOSED



CONTACT

SEH (Engineer):
Tim Wegwerth, PE
612-390-0629

Airport Manager:
Philip Tiedeman
432.556.9009

Note: Please note that the construction is weather dependent and the dates listed are subject to change if inclement weather conditions occur.

*Dates listed above are subject to change, check notams daily.



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
av8r00@gmail.com

Safety

TBD

Public Relations (Proposed)

Taxes

Vivian Starr 763-559-4683
John Krack 763-786-5876

Membership

John Krack 763-786-5876
av8r00@gmail.com

Commissioner: James Deal

Airport Manager:

Phil Tiedeman 432-556-9009
Philip.tiedeman@mspmac.org

Discover Aviation Days

2019 Dates: Canceled for 2019

Website: www.DiscoverAviationDays.org

Email: Info@DiscoverAviationDays.org

Phone: 763-568-6072

Planning Team:

Craig Schiller Flight Line Enterprise
Email: cschiller@flightlineltd.com

Craig Hass AWAM
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:

Pay via **PayPal** to treasureracaa@gmail.com. Or send an email to us at aneairport@gmail.com and let us know. We will send you an invoice with a link to enter your credit card information for payment.

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.

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: _____