

# Newsletter

# Anoka County

# Aviation Association

# ACAA



**Next Meeting: Monday, July 12, 2021 6:30PM BBQ, 7PM Meeting**  
**EAA Chapter 237 Hangar**

*July, 2021*

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## Calendar

Jul 11, 2021 (Sun)	8-12am	Fly-in at Airlake
Jul 12, 2021 (Mon)	6:30pm	ACAA Meeting / BBQ EAA Building
Jul 26-Aug 1, 2021 (Mon-Sat)		EAA AirVenture Oshkosh, WI
Sep 3, 2021 (Fri)		Newsletter Deadline Want Ads Due
Sep 13, 2021 (Mon)	TBD	Annual MAC/ACAA Airport Picnic
Sep 14, 2021 (Tue)	TBD	MAC Maintenance Bldg Fall RAAC Meeting

## July Meeting – IN PERSON (At last!)

Pre-Meeting BBQ

With the worst of Covid in the rear-view mirror, we're holding our July meeting in the EAA building, preceded by a short BBQ and ACAA 31<sup>st</sup> anniversary celebration at 6:30. Hope you can join us.

## From the Director's Chair

By Joe Harris, Reliever Airports Director

Greetings everyone! I hope your summer is off to a great start. Operations at MAC's system of Reliever Airports continue to soar. The airports with air traffic control towers including Anoka County – Blaine, Crystal, Flying Cloud and St. Paul Downtown exceeded the number of takeoffs/landings in May compared to May in both 2019 and 2020. ANE operations jumped 16 percent compared to the same period last year, and STP had the most significant increase in operations with an 88 percent increase in traffic - a direct result of a strong rebound in business aviation movements. This sector continues to strengthen from month to month. As I write this message, June's operational information is not yet available.

I was pleased with the community support for the Father's Day events at Lake Elmo and Crystal. I had no idea what to expect as far as static displays and attendance with the predicted weather forecast. The attendance at both events was amazing and I was blown away by the support from tenants, users, and the community. It was great to see everyone having fun at our airports after not having any events for the last year. If you are interested, there are two events in July at the MAC Reliever Airports system. On Sunday, July 11 the City of Lakeville, in partnership with the FBO, is hosting a Fly-In breakfast at Airlake Airport, and Wings of the North will be hosting Air Expo July 24 and 25 at Flying Cloud.

Speaking of events, last month I attended a military event that included a flyover. I was so delighted when the emcee mentioned the names of the aviators as the aircraft flew over the celebration as a few of the pilots are ANE tenants. It is such a great representation of our fantastic airport community. I want everyone to know how much I appreciate the ANE airport community, and I am looking forward to seeing everyone at the annual airport picnic in September – more details on that event to come!

All the best,  
Joe

## Around the Airport

By Phil Tiedeman, ANE Airport Manager

ASTECH Corp., a Metropolitan Airports Commission contractor, will be performing pavement reconstruction at the Anoka County-Blaine Airport. The project will include removal or reclamation of the existing pavement, aggregate base, grading, placement of new pavement, and drainage improvements. Phase 1 of this project starts the week of July 6<sup>th</sup>. This work includes the taxilanes: North Dakota, Ohio, Oregon, and Pennsylvania. Phase 2 is slated to start July 19<sup>th</sup> with work on Taxilane Oklahoma, Tower Road, and a portion of Airport Road. 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.

The 3M Open will be take place in Blaine at TPC Twin Cities from Thursday, July 22<sup>nd</sup> through Sunday, July 25<sup>th</sup>. Please anticipate additional traffic while traveling the city streets around the airport. If you are interested in the event, here is a link to the 3M Open website: <https://3mopen.com/>. In addition, the airport will be the base of operations for the Goodyear Blimp and its crew while it covers the event. To learn more about the Goodyear Blimp and its operations, check out the following link:

<https://www.goodyearblimp.com/>

If you need to contact the maintenance crew, they can be reached at 612-919-5065. For after-hours calls, MAC Airside Operations can be reached at 612-726-5111.

If you would like to get in touch with me, I can be reached at [philip.tiedeman@mspmack.org](mailto:philip.tiedeman@mspmack.org) or at (cell) 432-556-9009.

## RAAC Report

By John Krack, RAAC Chair

The fall Reliever Airports Advisory Council meeting is scheduled for 7:00 PM on Tuesday, September 14. It's likely, but not yet confirmed, that we'll hold the meeting in person at the MAC HQ building in south Minneapolis. We'll have more information in the September newsletter.

This will be a public meeting, open to anyone who cares to join.

The summer Reliever Airports Advisory Council meeting was held on Tuesday, June 8 via Microsoft Teams. Following is a summary of the meeting by Crystal rep John Grosen (Thanks, John).

Dear Crystal Tenant,

The MAC Reliever Airport Advisory Committee met virtually on June 8th at 7pm. The following is my summary of the meeting focused on things relevant to pilots in general but including specific things related to Crystal Airport.

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# RAAC Report

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## Flying Cloud and Airlake - Blaine Peterson

Several commercial tenants have projects in various stages of completion including RJL, AV8, JetLinx, and Wings Insurance. JetLinx is a Part 135 and 91 operation offering private jet services similar to NetJet, etc. The MAC has a couple of their own projects underway including replacing taxiway D and E lighting with LEDs and doing some runway crack sealing coming in August. The AirExpo is back on this year and scheduled for July 24th and 25th.

Airlake's new wash rack is now fully functional; a valve issue was identified as the culprit and replaced. Hangar construction continues to grow with one newly completed, one nearly done and 3 more underway. Electrical power installation is completed and gas is coming soon. The Pan-O-Prog fly-in breakfast is on again and scheduled for July 11th.

## Anoka and Lake Elmo - Philip Tiedeman

Anoka's Midwest ATC (contract tower staff) held an RSAT recently and announced that there had been zero runway incursions at the field in 2020. Impressive and a tribute to the good work these folks do together with attentive pilots. There will be two taxiway repaving projects of about 12 days each coming this summer. Very little impact to operations. MNDOT is now doing the tower equipment maintenance under contract and saving the MAC nearly \$100,000 annually. There is one hangar under construction on the north side of the field.

Phase Two of the 14/32 runway replacement project is underway at Lake Elmo. This phase is expected to last through 2022. Five hangars have been completed so far this year and there are four more under construction. The rotating beacon was out of service for about two weeks but has now been repaired.

## Crystal and Downtown St Paul - Mike Wilson

There is a LED lighting replacement project underway for taxiway E. There will also be runway closures for 13/31 and 9/27 later this summer. Hoping that they will be able to avoid closing the main runway 14/32. The mowing crew has added the use of a grass inhibitor for the first time which will reduce the need to mow as frequently. The crew is also removing trees along the flood wall.

More signs at Crystal will be converted to LED starting June 24th. This will affect runway 6/24. Crews are also incorporating the use of a grass inhibitor for the first time which will reduce the amount of mowing necessary. The change in striping to facilitate facing into the wind for the runway 14 runup area has been submitted to the FAA for approval. Once they give approval the plan will be communicated to tenants for feedback before changes are made. Fuel sales continue to exceed expectations; the annual goal of 50,000 gallons of 100LL was met a month early. Pricing for JetA has been modified to be more competitive and had resulted in more sales. The annual Fathers Day flyin is on for June 20th.

## Aesthetic Compliance Update - Rob Dockry

Letters have been sent to all leaseholders with leases expiring in 2022 informing them that any aesthetic code issues must be resolved before leases can be renewed. The MAC is serious about this so don't procrastinate if you've been notified of an issue.

## 2020 GA Financial Model Review - Kelly Gerads

Revenue for the relievers has been very constant over the years between 2018 and 2020 (\$10.5 to \$9.8 million). Activity-based revenues were off substantially in 2020 (landing fees, etc.) but are increasing this year. A full recovery of these revenues is not expected until 2022. Capital projects (including LTCP work at Crystal and Lake Elmo) total \$17.2 million in 2020. Expenses in excess of revenues for capital projects are covered by the MAC general fund. Reliever airports revenues cover operating expenses and some of the capital costs. One interesting item was that GA activities at MSP contribute to the GA pool the same as at the relievers.

## LTCP Update - Bridget Rief

A replacement planner has been hired by the name of Lydia Werner. Lydia is a private pilot who trained at FCM. At Crystal, there are plans starting this year to revisit zoning together with city officials from Crystal and Brooklyn Park. The big question is whether to modify the existing zoning or start over.

## Stakeholder Update - Dana Nelson

All of the reliever airports now have newsletters generated by the airport manager. If you haven't subscribed to the Crystal newsletter you should do so. These are informative and timely in nature and tailored specifically to the needs of tenants. The MAC is considering the possibility of re-starting the tenant get-togethers at each of the fields. You may recall that there was an event held at Crystal around the opening of the new fuel station.

## Operations Update - Joe Harris

Overall, operations are recovering nicely from 2020. Crystal Airport is number three in operations among the relievers following FCM and ANE.

I asked Mike Wilson about the effects of the runway configuration change at MIC in terms of runway incursions. He said that it's too early to draw any firm conclusions but the hotspots between the old 14/32 left and right have become non issues (as expected). There are still some problems with the 24 L and R (grass) hold short area. As I understand it, with the shortening of the grass strip, with FAA approval pending, it will not be necessary to give clearances to cross this end of the runways which will greatly mitigate the problems.

I'm attaching the slide deck that was used by MAC staff for their presentations. You'll find more detail there particularly as it relates to the GA Financial Model review. **[Editor's Note: The slide deck is attached to the email cover letter for this Newsletter]**

As always, if you have any concerns please reach out to Mike Wilson, airport manager, or me. I think Mike is doing a good job and is very responsive to any issues I've brought up.

Regards,

John Grosen

If you have Reliever Airport questions or concerns, please contact Phil Tiedeman.

If you have anything that you'd like me to bring up at the September RAAC meeting, let me know.

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## The View From Here

By John Krack

### Airport Newsletters

If you haven't signed up yet, you're missing a great opportunity to keep informed about airport goings-on. MAC is now publishing periodic newsletters via email for all reliever airports. You can subscribe to any or all of the airports at:

<https://forms.office.com/Pages/ResponsePage.aspx?id=1ix-XXrbvke8xWve1Hi6snKWxTjrTBBaQMB-5uYkXhNUOThTTFI2STk2QlhCSkZQZlCWVJSWExMUi4u>

You can also try the following QR code:



The newsletters are written by the respective airport managers, and are sent to your email. They're a great way to for MAC to communicate timely information on airport activities. Sign up and get on the distribution list. The newsletters are not being archived (yet) so you won't see the past ones, but you'll be set up for future editions.

Get on the list. Keep informed.

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## The View From Here

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### No Patriot Ride This Year

The following is from Bryan Orr, General Manager at Lynx FBO:

*The Patriot Ride is not taking place this year. We were committed to supporting and agreed to use of the ramp/facilities as in past years, but the organizers could not gather the volunteer base needed to pull the event off. Thus, they have cancelled the event for the year.*

*I'm checking with them to see if there is any possibility of holding the event next summer, if we can help as an airport community in gathering the additional volunteers required for an event of its size.*

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### Airlake Fly-in Sunday, July 11

The Lakeville Lions will be holding a pancake breakfast on Sunday, July 11, 8am-12pm. Glenn Weibel will be helping to coordinate traffic to keep us all safe.

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### EAA AirVenture is July 26-August 1

After being canceled last year, the premier summer aviation event is on for this year at KOSH in Oshkosh, WI. If you've never been there, I highly recommend it. If you have, give it another go.

See <https://www.eaa.org/airventure> for more information.

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### The Great Minnesota Aviation Gathering (GMAG) Was Another Success

The 2021 Great Minnesota Aviation Gathering, held at Buffalo Municipal Airport, was another great success. Lots of interesting seminars, coffee and donuts provided by West Metro Aviation (our hosts), and a chance to reconnect with old friends.

Our tower chief, Neil Otey, gave a talk on "Thoughts from the Tower," and offered some insight from the tower operator's perspective, and some tips on operating more smoothly in the system. Notable comments were:

- The airspace restrictions associated with our Class B umbrella are there to protect the "little guys" from the "big guys," not simply to restrict our ability to operate.
- The "See and Avoid" model in VFR operations means not only that we need to see others, but also to be seen. Aircraft color is a factor in visibility to the tower. Expand your awareness envelope. Think beyond the panel.
- Have patience. Tower operators have to perform multiple tasks, including recording weather by hand. There may be a delay before they get back to you.
- On a VFR practice approach under ATC guidance, you are guaranteed IFR separation (but not VFR) when cleared for the approach.
- If being worked/vectored by Approach Control for an approach, you need not be specifically cleared to enter Class B airspace.
- Anoka Tower staffing levels are:
  - Three days per week: 3 controllers to cover the whole day
  - Four days per week: 4 controllers for the day

Tim Heib and Kevin Dunrud from Horizon/Bolduc Aviation gave an informative talk on "Care and Feeding of your Aircraft Engine."

Chuck Cook gave a very moving talk on his cockpit fire and subsequent crash. His recovery from this horrific event is absolutely amazing. You can view this presentation at:

[https://www.youtube.com/watch?v=wbyy\\_ykAP4](https://www.youtube.com/watch?v=wbyy_ykAP4)

Randy Corfman gave a talk on "Preflighting for your BasicMed or FAA Medical Exam."

Barb Mack offered some tips on acing your checkride.

And several from our airport community were awarded FAA Wright Brothers Master Pilot Awards for Fifty Years of Dedicated Service in Aviation Safety:

- Roger Gomoll
- Paul Thomas, a past ACAA VP
- Frank Huber

In addition, EAA Chapter 237 received an award for flying the most Young Eagles by an EAA chapter in 2020, and our own Mike Miller, and Michael Grzincich each received individual awards for flying the most Young Eagles in 2020, each with 51.

Congratulations to these outstanding pilots.

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### Holiday Tree of Hope – Early Toy Drive in August

Bryan Orr reports that the Holiday Tree of Hope organization will get a jump on the Christmas season by holding a Christmas in August Summer Toy Drive Fly-out from August 6-31. Lynx FBO will be a drop-off location, and Lynx is offering a 75-cent discount off retail for anyone who flies in and drops off a toy. Holiday Tree of Hope collects toys for infants through teenagers who are hospitalized during the Christmas season. For more information, check out the website at [HolidayTreeOfHope.org](https://www.holidaytreeofhope.org) or check out the flyer on Page 6.

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### Runway Safety Action Team Meeting

Tower Chief Neil Otey hosted the annual Runway Safety Action Team meeting via Zoom on June 8. The focus of the meeting was on movement areas, and operating procedures to minimize incidents and accidents. He reviewed the incident categories, the protected surfaces at an airport, the markings used to identify and keep these surfaces safe, and some of the factors involved in situations that increase risks and cause accidents. I've attached a copy of the presentation slides to the cover letter with the emailed version of the newsletter.

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### 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](mailto: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.

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### 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.

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### 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](mailto: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

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### Looking to Buy/Sell/Rent Hangar Space?

Check out the hangar space clearinghouse on the MAC website:

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## The View From Here

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<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 includes a "Hangar Wanted" category. You can use this also if you're looking for rental space.**

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## May Meeting Minutes

The May meeting was held via Zoom, and was called to order at 1906 by President Michael Lawrence.

Phil Tiedeman reviewed the plans to reconstruct the taxilanes from the tower to ND. Construction will start after July 4.

The Coon Creek watershed district will be clearing shrubs and trees from the west side of the service road that runs from the tower road to the south. Dale Zoerb requested that they also clean out the ditch on the airport road on the south side of Fox Hollow. Phil will have them look at it and will follow up with Dale.

MAC is working on the budget for next year.

The meeting was adjourned, time not recorded.

*Respectfully submitted by John Krack, Secretary, ACAA.*

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### WANT ADS

This Space Reserved for Your Want Ad

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## ACAA History:

By John Krack

In March, we carried the ACAA/ANE/MAC story to mid-2005, the fifteenth anniversary of the ACAA. This time, we go through 2010, which included the twentieth anniversary.

Also, I've been remiss in not giving credit to Vivian Starr, who for years attended nearly all MAC committee and commission meetings and RAAC meetings, and who published exquisitely detailed and thorough reports of what went on at these meetings. It's Vivian's work that captured most of what I've tried to summarize in these columns. Thank you, Vivian.

### Mid-2005+

Reliever Airport funding and optimizing revenue opportunities dominated the discussion among the MAC Commission, Staff, and User stakeholders. The Lanners Reliever Airports task Force report developed during 2005 was issued in January, 2006 and

approved by the Commission at their meeting that month. This report formed the basis for Reliever Airport funding policy from that point on, and set the policy for the Relievers to be financially self-sufficient going forward.

A major (positive) development in August prepared the way for extension of runway 9-27, installation of an ILS on runway 27, and development of the northwest building area (now home to Lynx FBO). The deal was for Anoka County to issue bonds to fund the improvements and lease the building area from MAC, and to subcontract with a developer to develop it. The county would pay off their bonds through the sublease fees. The lease agreement was to run for 28-30 years, after which the subtenants would execute new leases with MAC. This partnership benefited the MAC and airport community, as we got much-needed infrastructure improvements amid budget issues at the MAC, and it benefited Anoka County through increased economic opportunity.

The first attempt at a deal with a developer eventually fell through, but in the fall of 2008, Key Air opened its doors, and was subsequently acquired by Lynx FBO.

Craig Schiller started a company, Flight Line Enterprise, with the vision of opening a restaurant/event center on the southwest side of the airport. Unfortunately, after many years of effort, Craig was unable to gain the support needed to bring the project to fruition.

Michael Hayes, owner of the very successful Anoka Air Charter operation, decided to expand. He formed Crossroads Aviation and was successful in acquiring the assets of the bankrupt Anoka Aviation Services / Anoka Flight Training company, as well as negotiating a deal where he took over several additional properties at the north end of the field. A series of issues developed (not the least was the cost of the additional leaseholds) and Crossroads eventually folded.

Paul Weske and Tim Loth, reflecting tenant concerns that we had little say in our rates and charges and that MAC was going to "fee us to death", did some research and floated a plan to set ANE up as a Port Authority, and transfer it from MAC, allowing us to self-manage the airport. The plan prompted much discussion, but due to a number of questions, concerns, and logistics issues, didn't get much support.

Northwest Airlines, losing 4 million dollars a day, filed for bankruptcy. This, of course, had a big impact on MAC's finances and priorities.

### 2006

In July, Jack Lanners was appointed chair of the Commission, succeeding Vicki Tigwell.

Discover Aviation Days was again canceled due to lack of funding. Blaine Aviation Weekend was held on May 20-21, hosted by EAA 237, American Wings Aviation Museum, and Golden Wings.

Contractors worked on the water line on the east side of the field to increase water pressure and improve water quality.

The extension of runway 9-27 to 5000 feet was completed in June.

In the aftermath of the Lanners report, the focus for MAC and the tenant community turned to what changes need to be made to implement the suggestions. In June, it was reported that:

*The financial position of the Reliever System has improved significantly since the Jan. 1, 2005 changes to Ordinance 101. The Task Force identified additional revenue opportunities in their report. These include increases in Administrative Fees for processing lease documents, a Facility Acquisition Fee, and a waiting list fee. Work is underway on a fee for owners of multi-door hangars who sublease storage space. Other concepts include standards for hangar maintenance and upkeep. When the legal review is complete, there will be a presentation to the Reliever Airport Advisory Council representatives. Since some of the modifications require changes in Ordinance 101, there will be a Public Hearing process, probably in early autumn.*

The MAC policy of no airshows at reliever airports was discussed and reviewed at length in the months leading up to the July

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## ACAA History

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Commission meeting, where it was upheld unanimously by the Commissioners. Chief concerns were safety (though accidents are rare, they do occur, and one serious accident could negatively impact the entire reliever airport system), high insurance costs with poor coverage, and the proximity of most relievers to built-up areas. (Airlake and Lake Elmo were deemed to be the only feasible candidates for airshows.) Fly-bys such as done at Discover Aviation Days were OK, but no aerobatics. This was a potential revenue opportunity, but MAC was unwilling to take the risk.

Site preparation for the Northwest Building Area (eventually occupied by Key Air and later Lynx) was completed, but no FBO has yet been identified.

### 2007

The Anoka Technical College closed their Air Traffic Control / Professional Pilot / Aircraft Dispatch training program, which used the building next to the tower. This building has been vacant ever since.

A federal proposal to charge user fees, including an avgas tax increase from 19.4 to 70.1 cents per gallon and fees to fly in Class B airspace, was fortunately defeated.

Blaine Aviation Weekend was held for the third year. Discover Aviation Days had still not recovered from their 2004 rainout.

An interesting sidenote: In January, Vivian Starr reported that "MAC is investigating bidding on the old Ford hydro-electric plant. The dam for this plant was built in 1917. The plant was completed in 1924. The plant currently produced a maximum of 18 megawatt hours of energy annually which is more than is consumed by MSP. MAC staff acknowledged that although they could not string a cable from the plant to MSP, they could sell the generated power to the grid and more than cover MSP's requirements. This would mean that all MSP's electrical needs would be coming from "renewable" or "green" sources. Staff was complemented by the Commissioners for thinking "outside the box" and looking for ways to make MSP energy needs more environmentally friendly.

Interesting idea, but it didn't happen.

This time period was the turning point for MAC policy on Reliever Airport funding. Heretofore, MAC had funded the Relievers through grants and modest ground lease and business revenue fees, and covered any additional expense (including capital improvements) through MSP-generated parking and concession revenues. Pursuant to a legal challenge from Northwest Airlines (who was in bankruptcy at that point) contesting MAC's use of MSP-generated revenues to subsidize the Relievers (instead of lowering airlines' costs), MAC commissioned the Lanners Task Force and cut an agreement with NWA to make the Relievers as self-funding as possible and limit the subsidy from MSP to \$300,000 per year, increasing at 3% annually.. This resulted in a number of new fees most of which remain in effect to this day:

- Waiting list fee: \$500 per name per airport
- Administrative fee: Based on the type of transaction
- Facility acquisition fee: \$1 per square foot
- Sublease fee: \$150 per aircraft per year
- Ground rent surcharge: varies according to MAC budget short-falls in Relievers, but would not be expected to kick in until 2015. A public meeting would be held prior to invoking a surcharge, and the Commission could decline to impose a surcharge.

The most onerous of these (since dropped without ever having been invoked) was a provision whereby if MAC ran a deficit at the Relievers, they could they could recover that deficit through a square footage surcharge to the tenants.

The big disappointment was the one positive of this plan, development of non-aeronautical parcels to capture additional revenue, took many years to materialize, and it still isn't complete. (The Great Recession of 2008 was a major impact, but even after

we got through that, MAC was still slow to move on developing these properties.)

The funding model has been tweaked several times, and is under analysis yet again.

MAC developed a Reliever Airports Financial Model, a large spreadsheet used to help track Reliever Airport revenues and expenses.

Andy Westerberg was appointed to the Commission, representing our district.

A new developer team under Hollis Cavner bought out the original group under Frank Dunbar to develop the Northwest building area. The new team's goal is to build a first-class FBO to service primarily corporate aircraft. Key Air was ultimately selected as the FBO.

John Krack replaced Don Rosacker as the ANE RAAC rep. Don took over from Vivian Starr as the alternate.

### 2008

Most of the activity in 2008 focused around implementing the Lanners report, getting Key Air up and running, and responding to the "Great Recession."

The fee changes recommended in the Lanners report were implemented.

Groundbreaking for the new Key Air facility was held on April 15<sup>th</sup>.

Efforts began to lease three non-aeronautical parcels on the airport.

Gov. Pawlenty and the legislative leaders, in a back-room last-minute deal, transferred \$15M from the state aviation fund (funded by fuel taxes and registration fees) to the general fund to balance the budget, with no promise to pay it back. The way this was done raised a great deal of anger among the aviation community.

In officer elections, Michael Lawrence was elected president, replacing Don Johnson, and Paul Thomas was elected vice president, replacing Arlo Enerson. John Krack and Vivian Starr continued as secretary and treasurer, respectively.

Key Air opened for business

The Republican National Convention was held in the Twin Cities, and both Cirrus and Key Air were quite busy.

Delta Airlines acquired Northwest.

### 2009

Following the Delta/Northwest merger, MAC and Delta renegotiated several agreements that had been made with Northwest. We asked to re-negotiate two provisions affecting the reliever airports financial model— (1) increasing the so-called "Reliever Airport Value" of \$300K per year, and dropping the provision for a surcharge to tenants when the reliever airport funding went negative. Much discussion on the agreement ensued at the January and February Committee and Commission meetings, and several Commissioners pushed for additional support for the relievers, but the full Commission approved the agreement without our requested changes. The surcharge was eventually dropped, but the RAV remains, increasing at a minimal 3% per year. (It's now around \$450,000)

Blaine Aviation Weekend was held May 16-17, replacing Discover Aviation Days.

The 2010 Long Term Comprehensive Plan draft was completed, and several meetings were held with the public to solicit comments/concerns and outline the process. MAC staff's emphasis that airport users and MAC are committed to being a good neighbor and are strongly committed to maintain long standing partnerships with the surrounding communities was well-received by the attendees. The Plan was finalized and approved by the Commission in June, 2010.

Glenn Weibel announced that he will step down as RAAC chair in October, and nominated John Krack for the position. Glenn will

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## ACAA History

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be the Vice Chair and continue to represent STP.

The MAC staff held two informational meetings in July regarding the Anoka County – Blaine Airport. They gave a formal presentation followed by a question and answer session. The presentation was intended to provide the facts regarding existing operations at the airport, complexities related to the operation of public-use airports like ANE, and the ongoing efforts to address community concerns at the airport.

The American Wings Aviation Museum sold their building at the north end of the field to Twin Cities Aviation.

Malibu Aerospace set up shop as a subtenant of Key Air.

The first annual airport picnic was held in September.

### 2010

A draft Aesthetics Ordinance to codify minimum structural and appearance maintenance standards for hangars was released for comments. We had plenty, but we agreed with the concept, and over several months worked closely with MAC staff through the RAAC to reach an agreement that both sides could support.

Dr. Schmidt, who maintained an office on the airport to do pilot medicals, retired. This role was later filled by Dr. Rehmann.

Joe Harris left the MAC organization in April to pursue another opportunity, and Kelly Gerads was named as interim manager. Joe decided the MAC gig wasn't so bad and came back in October.

The STP floodwall was deployed (I believe for the first time) and performed marvelously.

MAC initiated a review and update of the lease language, and worked closely with the RAAC on the final version.

The ACAA celebrated its 20<sup>th</sup> anniversary in June.

A group led by Harvey Karth and Andy Westerberg formed the Airport Promotion Team, which later, as the Airport Promotion Group, built relationships with the local school districts to bring students to the airport and promote interest in STEM careers. The program, eventually led by Roger Hansen, was highly successful in introducing young people (and their parents) to aviation. After several years, the program closed due to lack of funding.

Sig Berg, the ANE tower chief for ten years, passed away on October 29.

This takes us to the end of 2010, which marked the ACAA's 20<sup>th</sup> anniversary. Next time we'll cover the next five years – 2011-2015.

## FLY·FOR·A·WORTHY·CAUSE!¶

### HOLIDAY·TREE·OF·HOPE·SUMMER·TOY·DRIVE!¶

#### August·6·31,·2021·CHRISTMAS·IN·AUGUST!·¶

For·30·years,·Holiday·Tree·of·Hope·has·been·collecting·toys·for·children·who·are·hospitalized·during·the·holidays.· We·have·served·over·40·hospitals,·shelters,·and·Ronald·McDonald·house·each·year,·bringing·smiles·to·children·and· families·who·are·dealing·with·trying·times.·¶

This·year·we·are·hoping·to·get·a·jump·start·on·the·project·with·a·Christmas·in·August·fly·out·project.·Pilots·and· the·general·public·can·drop·off·toys·to·any·of·the·following·airports·between·August·6·31,·2021.·¶

Age·groups·for·Donations:·Infant,·\*·Toddler,·Preschool,·Grade·School,·Pre·Teen·and·Teens\*¶

\*Toys·for·all·age·groups·are·accepted,·however·we·have·the·biggest·need·for·infants·and·teenagers!¶

¶

- KANE→ Anoka·County·Blaine·Janes·Field·(Lynx·FBO)·(Fuel·discount·offered·for·donation)¶
- K21D→ Lake·Elmo·(Lake·Elmo·Aero)¶
- KSTC→ St.·Cloud·Regional·(FBO)¶
- KAXN→ → Alexandria·Chandler·Field·(FBO)·(Fuel·discount·offered·for·donation)¶
- KFBL→ Faribault·Municipal·Liz·Wall·Strohfus·Field·(FBO)¶
- KBRD→ Brainerd·Lakes·Regional·(NorthPoint·Aviation)¶
- KR0S→ Rush·City·Regional·(Hawk·Aviation) → ¶

↪

Plan·your·summer·cross·country·flights·to·include·a·flight·to·one·of·more·of·these·airports.·Drop·a·toy·or·two,· borrow·the·courtesy·car,·visit·a·local·restaurant,·and·help·make·your·day,·and·a·child's·Christmas·a·happy·one!¶

WE·ARE·HOPING·FOR·AN·IN·PERSON·TREE·OF·HOPE·DECEMBER·4,·2021.·¶

Monetary·contributions·can·be·made·on·our·donation·site·by·scanning·the·code·below.¶



AUGUST·6·31,·2021¶

TREE·OF·HOPE·TOY·DONATION·FLY·OUT!!¶

HolidayTreeOfHope.org¶

## 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

**2021 Dates:** Canceled for 2021

**Website:** [www.DiscoverAviationDays.org](http://www.DiscoverAviationDays.org)

**Email:** [Info@DiscoverAviationDays.org](mailto:Info@DiscoverAviationDays.org)

**Phone:** 763-568-6072

#### Planning Team:

Craig Schiller Flight Line Enterprise  
Email: [cschiller@flightlineltd.com](mailto:cschiller@flightlineltd.com)

Craig Hass AWAM  
Email: [dlhass@comcast.net](mailto:dlhass@comcast.net)

Mark Bakko Flywell Flying Club  
Email: [mark.bakko@gmail.com](mailto:mark.bakko@gmail.com)

Michael Lawrence ACAA  
Email: [michael.lawrence.ane@gmail.com](mailto: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](mailto:treasureracaa@gmail.com). Or send an email to us at [aneairport@gmail.com](mailto: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](mailto: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: \_\_\_\_\_