

---



Newsletter  
**Anoka County Aviation Association**  
**ACAA**

*March, 2021*

Next Meeting: **March Meeting Canceled**  
Due to COVID

© 2021 Anoka County Aviation Association. All rights reserved.

---

### Calendar

Mar 8, 2021 (Mon)		ACAA Meeting <b>Canceled</b>
Mar 9, 2021 (Tue)	7:00pm	Spring RAAC Meeting Via Microsoft Teams or Phone
Mar 18, 2021 (Thu)	12-6pm	Blood Drive Lynx FBO
Apr 30, 2021 (Fri)		Newsletter Deadline Want Ads Due
May 10, 2021 (Mon)		ACAA Meeting <b>TBD</b>
May 14-15, 2021 (Fri-Sat)		GMAG @ Buffalo Airport (KCFE)

Lastly, I want to thank all of the tenants who have made investments in existing facilities. These investments do not go unnoticed and are very much appreciated.

Please reach out to Philip or me with any concerns or good news.

Safe flying,  
Joe

Director, Reliever Airports

---

### Around the Airport

By Phil Tiedeman, ANE Airport Manager

The past few weeks we have experienced some of the coldest temperatures of the winter. Frigid weather brings its own unique challenges, not only from the snow, ice, and driving winds but also from equipment breakdowns. One of our brooms experienced some damage that took it out of commission. Until the necessary repairs can be done we would have been without a critical piece of equipment. Fortunately, we were able to swap this piece of equipment with one at MSP and avoid any major disruptions. Now we will go back through our fleet and look for preventive items to prepare for the next round. Hopefully the gradually increasing temperatures will be a little kinder to the equipment.

As always, if you have a known departure or arrival during a snow event, please contact the crew at 612-919-5065. They will do their best to have the snow cleared off your route if the conditions permit it. Please check NOTAMs for current conditions.

This winter is not just about snow and the cold. MAC staff has been busy evaluating and reviewing plans for work starting this spring and summer. As we move through the finalization of projects and start the bidding process, we will begin to see how construction will start to unfold at the Reliever Airports. At ANE, we are planning on another pavement project to finish out the remaining taxilanes from North Dakota up to Tower Road. Also, several tenants are still working through the logistics to build hangars on lots that had construction delayed last year. These will be some nice additions to our current hangar stock.

Whether you are at home, at work, or out flying, please stay safe.

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

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

---

### RAAC Report

By John Krack, RAAC Chair

The spring Reliever Airports Advisory Council meeting is scheduled for 7:00 PM on Tuesday, March 9, once again via Microsoft Teams or via telephone dial-in. This is a public meeting, open to anyone who cares to join.

(Continued on next page)

---

### March Meeting – Canceled

The March meeting has been canceled due to COVID. Hopefully, we can get back together again in May.

Meanwhile, keep flying (at least it's a good social distancing activity) and stay healthy. And have a safe and happy Spring.

---

### From the Director's Chair

By Joe Harris, Reliever Airports Director

Dear ACAA Friends,

It has been great to see articles written in local newspapers and trade magazines about Reliever Airport operations amid the COVID-19 pandemic. KSTP-TV aired a story that featured a local flight training business highlighting the spike in students learning to fly. The magic of flight continues to inspire a passion to fly. This exposure highlights the importance of the Twin Cities general aviation system. The MAC's airport system is off to a great start in January 2021, with a 47% increase in operations for the same period last year.

As leisure and flight training operations continue to be healthy, I have noticed a gradual increase in the business jet sector and Part 135 flights lately. This is an excellent sign as corporations grapple with global and domestic safe travel protocols. I see brighter days on this sector's horizon as the vaccination rollout becomes widespread throughout the year.

I want to recognize Philip and MAC's airfield team for the great work in managing snow and ice control events. Even though the total number of events is down compared to recent years, Mother Nature has not been kind with the frequency of freezing rain falling before it begins to snow. The sort of wintery mix coupled with the frigid temperatures makes our work much more demanding. I am proud of the team for rising to the challenge.

I am so pleased many new hangars will be built this year. I expect a few new hangars to be constructed at ANE even, in addition to ones at Lake Elmo, Crystal, Flying Cloud, and Airlake. I realize the cost of building materials has increased, which may cause a few projects to be paused, but Staff still expects a busy springtime new construction season.

# RAAC Report

(Continued from previous page)

[Editor's Note: EAA Chapter 237 is looking at hosting a 1-day fly-in event on June 26. More information to follow.]

The agenda for the meeting is:

**RELIEVER AIRPORTS ADVISORY COUNCIL**  
**TUESDAY – MARCH 9, 2021**  
**7:00 P.M.**

**METROPOLITAN AIRPORTS COMMISSION**

**Microsoft Teams Meeting**  
Dial in Toll number: **612-405-6798**  
Conference ID code: **253 822 397#**

**AGENDA**

1. Approval of Minutes and Agenda
2. Issues:
  - A. Reliever Airport Updates (includes 2021 CIP) – Airport Managers
  - B. Quarterly Reliever Review – Kelly Gerads
  - C. Reliever Communication Update – Dana Nelson
  - D. Long-Term Comp Plan & Airport Planner Position Update – Bridget Rief
3. Tenant Comments/Issues – RAAC Representatives
4. Future Meetings Schedule for 2021 – 7:00 p.m.  
Tuesday – June 8, 2021  
Tuesday – September 14, 2021  
Tuesday – December 14, 2021

If you're reading this on your computer, you should be able to join the meeting via this link:

### [Join RAAC Meeting](#)

Otherwise, you can dial in on your phone, as noted above, but you won't be able to see the presentation slides.

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 March RAAC meeting, let me know.

## Discover Aviation Days (DAD) Update

By Craig Schiller

We have received a number of inquiries about Discover Aviation Days here at the Blaine airport. The non-profit organization is still intact and is financially sound, but like most events DAD was cancelled in 2020 due to the pandemic and will continue to be on hold until state mandates allow such large gatherings again. At this time, we hope to hold DAD again in June of 2022. In addition, the DAD organization is seeking a new location here on the field as its main site for the breakfast-lunch and activities. DAD has been very fortunate these past 20+ years to be at Golden Wings Museum at the south end. Unfortunately, that facility is no longer available. Board members will continue to seek out a large enough space to facilitate all of the logistical needs to put on a successful show.

The DAD team is also in need of more volunteer team members to help with organizing event tasks. If you or someone you know is interested in becoming a DAD volunteer, please email us at [Info@DiscoverAviationDays.org](mailto:Info@DiscoverAviationDays.org). Keep tabs on our progress through our website at [www.DiscoverAviationDays.org](http://www.DiscoverAviationDays.org) or on Facebook at [www.facebook.com/DiscoverAviationDays](http://www.facebook.com/DiscoverAviationDays)

## The View From Here

By John Krack

### March 18<sup>th</sup> Blood Drive at Lynx FBO

Bryan Orr reports that the January 20<sup>th</sup> Red Cross blood drive hosted by Lynx FBO was highly successful – they had a full donor list of 32 donors, of which 28 good donations were collected, surpassing their goal of 22 pints.

**They'll be hosting another drive in their lobby from 1200-1600 on Thursday, March 18<sup>th</sup>. Call 1-800-RED CROSS (1-800-733-2767) or visit [RedCrossBlood.org](http://RedCrossBlood.org) and enter Lynx FBO to schedule an appointment.**

### Aesthetics Ordinance Compliance Required for Lease Renewal

As noted previously, MAC staff has advised that they will require compliance with the Aesthetics Ordinance 112, available at [https://metroairports.org/sites/default/files/ordinances/Ordinance\\_112.pdf](https://metroairports.org/sites/default/files/ordinances/Ordinance_112.pdf), before they will renew your lease. I asked Robert Dockry, who has been doing the periodic hangar inspections, what the most common issues are, and he said rust on door hinges, doors, and roof panels, as well as deteriorating paint.

Many leases will come up for renewal in 2022, so the spring/summer/fall of 2021 would be a good time to correct any problems. If you have questions about what you might need to do, contact Phil Tiedeman.

### Contractor References Requested

In an effort to make things easier, we'd like to compile a list of contractors who do the sort of work we might need – painting, roof repair, sheet metal repair, door repair, etc., and if there's enough interest, maybe try to get a quantity discount if a number of buildings can be done at one shot. **SO... if you know any contractors that you'd recommend, please send the information to Phil, and I'd appreciate it if you'd copy me.** Two references for door repair are noted below.

Although our building appearance may seem unimportant to some, it really is important. We have neighbors living close to the airport, particularly on the south and east, and we don't want our buildings to be eyesores. We need to take pride in our airport and our investments, and show our neighboring communities that we care.

So get out the sandpaper, wire brush, primer and paint, fix up the rusty spots, and address anything else that needs to be done so we'll have a nicer-looking airport and your lease renewal will go smoothly.

### The Great Minnesota Aviation Gathering (GMAG) is Scheduled for May 14-15

After having canceled the event last year due to COVID, the Minnesota Pilots Association has received the go-ahead from the City of Buffalo, MN to hold it this year. I've attended all of the past events, and found them to be well worth the time. They have great seminars, lots of vendors, food service, and a chance to hobnob with our fellow aviation enthusiasts. You can fly-in or drive it in about 45 minutes from ANE.

I'm not sure if they'll be able to do it again this year, but in the past, Minnesota Pilots Association members got in free. In any case, it's a great organization to belong to. For more information, check out their website at [www.mnpilots.org](http://www.mnpilots.org).

### Airport Newsletters

MAC has begun a subscriber service to periodically publish airport-specific newsletters to registered subscribers. Newsletters have been initiated for Flying Cloud, Crystal, and Lake Elmo, and are planned for the other three relievers. You can subscribe using the following links:

(Continued on next page)

## The View From Here

(Continued from previous page)

Crystal Airport News:

[https://public.govdelivery.com/accounts/MNORGMAC/subscriber/new?topic\\_id=MNORGMAC\\_30&pop=t](https://public.govdelivery.com/accounts/MNORGMAC/subscriber/new?topic_id=MNORGMAC_30&pop=t)

Flying Cloud Airport News:

[https://public.govdelivery.com/accounts/MNORGMAC/subscriber/new?topic\\_id=MNORGMAC\\_31&pop=t](https://public.govdelivery.com/accounts/MNORGMAC/subscriber/new?topic_id=MNORGMAC_31&pop=t)

Lake Elmo Airport News:

[https://public.govdelivery.com/accounts/MNORGMAC/subscriber/new?topic\\_id=MNORGMAC\\_33&pop=t](https://public.govdelivery.com/accounts/MNORGMAC/subscriber/new?topic_id=MNORGMAC_33&pop=t)

You need to subscribe to each of these individually. MAC is working on a change to allow users to select their desired newsletters from a list, rather than having to register separately for each one.

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. We'll let you know when the Anoka newsletter becomes available.

---

### Hangar Door Inspection/Repair

Two suggestions:

- Jerry Becker. [beckergm57@gmail.com](mailto: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](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.

---

### 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](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

---

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

---

## January Meeting Minutes

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

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

---

### WANT ADS

#### FOR SALE:

Brand new Appareo **Stratus Power** Certified USB Charging Port. Sells at Sporty's for \$249 plus tax and shipping. \$200. Check it out at:

[https://www.sportys.com/pilotshop/stratus-power.html?\\_SID=U](https://www.sportys.com/pilotshop/stratus-power.html?_SID=U)

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

---

## ACAA History: 2000-2005

By John Krack

In celebration of the ACAA's 30<sup>th</sup> anniversary last June, I'm revisiting some of the main issues and events that helped shape the Anoka County-Blaine airport over the last 30 years. You "old timers" will likely remember some of this, and you younger folks might be interested in knowing about some of the challenges and successes that got us to where we are today. Below is a summary of the next five years, from mid-2000 to mid-2005.

By our tenth anniversary in June, 2000, we had reached a moratorium on fire code issues, worked with MAC to address traffic safety issues culminating in the commissioning of a control tower, initiated an annual community open house that evolved into Discover Aviation Days, got property tax relief for our storage hangars, participated in the new Reliever Airports Advisory Council (RAAC) and Community Relations Committee, worked with MAC on sewer and water service, helped to shape the rates and charges revision, and participated in the lease policy discussions.

As we began our second decade, the lease policies initiative was front and center, and we were able to have some meaningful and productive dialog with MAC. During 2000, the Draft Policy review by the M&O Committee was postponed from January to June to July to August as MAC took the time and made the effort to listen to and address our concerns. Our main concerns centered around:

- The conditions and process under which MAC can involuntarily terminate a lease
- Fair compensation for loss of improvements when a lease is involuntarily terminated and the lessee has been in compliance with the lease terms
- Lease renewal terms
- Insurance requirements.

In the end, MAC was able to satisfactorily address most of our concerns. Much of this was accomplished through the RAAC, with input from a number of individuals and the ACAA Lease Committee consisting of Gary Specketer, Joe Marshall, Jim

(Continued on next page)

## ACAA History

(Continued from previous page)

Griebel, Arlo Enerson, Vivian Starr, Don Rosacker, Russ Rische, Gary Mann (Amjet), and John Mielke (C&P). Jim Cargill, owner of C&P Aviation, was also instrumental in negotiating a fair outcome. The Commission adopted the new lease policies on August 21, 2000.

The sewer and water infrastructure was completed by the end of 2000 and tenants were invited to hook up. As part of the sewer and water policy, MAC agreed to pay up to \$2,500 for abandonment of old, non-compliant systems. The cost to connect was quite high, as MAC imposed a connection fee of \$4500 (with a 3% annual escalator) to recover some of their cost, and Blaine imposed a large hook-up fee as well. Also, 43 out of 92 concrete ramps on the east side were damaged by the contractor during the sewer and water installation. After several months of sometimes contentious discussion between the tenants, MAC, and the contractor, agreement was finally reached on repairing the ramps.

### 2001

The Fox Hollow area of the airport was developed. Plans were also drawn up to relocate Xylite and 95<sup>th</sup> streets to make space for 70-80 new hangars to the east of the current east hangar area. This project was abandoned when hangar demand dropped precipitously in subsequent years. Plans were also underway for the Northwest building area that is now the home of Lynx FBO, and an addition to the West building area (Fox Hollow) was in the plans.

In February, Bill Erhart replaced Ed Fiore, who represented the north metro area for seven years, as the MAC Commissioner for our area. Like Ed, Bill was a big supporter of the airport and helped move things forward.

Two restroom buildings were constructed on the airport – one on each side.

As the new lease forms were being developed based on the lease policies and new environmental concerns, several issues surfaced that had to be worked out with MAC.

Runway 18/36 was rebuilt. New airfield signage was installed and the beacon was rehabbed.

A perimeter road to connect the NW building area with the west side businesses was discussed. [It still is.]

Discover Aviation Days continued its successful run. Although the attendance numbers were down a bit from 2000, Discover Aviation Days (DAD) 2001 was yet another resounding success. Car counts were at 6000, compared to 6800 the previous year. 1866 flight operations were recorded on Saturday, and 868 on Sunday. Had the weather been more cooperative, the numbers would have been higher.

There were lots of people, lots of food, and lots of fun. Ric Dreyer flew his powered parachute around, (a real crowd pleaser), and a couple of National Guard F16s from Duluth did a fly-by. There were Mustangs, B25s, T6s, L29s, L39s, a Howard, and lots of other aircraft buzzing around. The EAA Ford Trimotor flew 18 times on Saturday and 8 on Sunday before heading back to Oshkosh ahead of the weather.

There were 5 opportunities for aircraft rides: AFT, Helicopters, Trimotor, Howard, and a Cessna Caravan, so any attendees who wanted to fly had ample opportunity to do so. The Hangar Dance on Saturday night was also well attended.

A big attraction was the DNR Water Bomber, an aircraft designed to scoop up water from a nearby lake, and drop it on a forest fire. The aircraft was on display the whole weekend, and did two demonstration water drops each day. A gaggle of Van's RV aircraft flew in on Saturday, and it was quite a sight to see all of those beautiful homebuilts parked side-by-side.

In response to the closure of private wells, MAC constructed the wash pad next to the tower.

On September 11, as we all know, the world changed. Vivian Starr's comments in the November, 2001 Newsletter said it well:

*Our September ACAA meeting was held just a few hours before disaster struck our nation. The concept of our country being attacked with the loss of so many thousands of people left all of us stunned. Then GA was grounded for weeks as the FAA and NSC struggled to understand where risks were. Fortunately, we had AOPA & EAA rise to the challenge of lobbying to get us back in the air. Our FBOs verged on bankruptcy before flight was restored. Crop dusters and warbird hobbyists were scrutinized for terrorist potential. Many of our concerns the evening of the 10th are now irrelevant. We had ideas about how MAC should develop and improve our airport! Now the budget for those improvements is on hold. As we face the challenges ahead, a strong aviation community must continue to work to protect our right to fly. So come to the November ACAA meeting and share your love of flying with your friends!*

Gary Specketer's wife Eileen passed away in November. Besides supporting Gary and his many contributions to our airport, she helped out at many of our airport events.

Glenn Weibel became chair of the RAAC

### 2002

All capital improvement projects were put on hold.

A problem surfaced with the water quality on the east side of the field. The water was safe to drink, but was discolored and smelled of hydrogen sulfide. The reason given was that the collective usage volume was too low to keep the lines flushed out, allowing chemical and certain bacterial interactions.

Storing "stuff" outside hangars was an ongoing problem.

An attempt to turn MAC's control of its purse strings over to the legislature thankfully failed.

Ric Dreyer, one of our members, sent a letter to Jeff Hamiel requesting reconsideration of the Mac policy on "powered hang gliders, ultralights, and microlights" at MAC airports with regard to radio- and transponder-equipped powered parachutes (PPCs), registered with N-numbers as Experimental, and flown by FAA certificated pilots. Ric made some compelling arguments against MAC's interpretation of their 20-year-old policy. As you know, this issue has surfaced again.

Through the RAAC, Lake Elmo users petitioned for a name change to reflect a more regional scope. This got tied up in the collective bureaucracies and obviously never happened.

Runway incursions continued to be a major concern.

Discover Aviation Days was canceled due to reduction in financial support from MAC and MnDOT, and to the dramatic increase in event insurance. However, EAA Chapter 237 and the American Wings Aviation Museum teamed up to sponsor a one-day fly-in event to keep tradition alive. DAD decided to reorganize as a 501c(3) charitable organization and switch to a more community-oriented event in time for 2003.

Two surveys were conducted to assess the interest in a grass strip at ANE. MAC conducted one and Greg Herrick the other. MAC received 236 responses to 400 Grass Strip surveys sent to ANE tenants. 120 respondents strongly favored, 50 somewhat favored, 51 didn't care, and 13 opposed. Greg Herrick sent the same survey to over 1000 metro area pilots. Of the 167 responses received, 103 strongly favored a grass strip.

(Continued on next page)

## ACAA History

(Continued from previous page)

Dr. William Schmidt opened a medical office on the airport dedicated to flight physicals. Since then, Dr. Schmidt retired and Dr. Rehmann stepped up to provide that service.

### 2003

Trini Martenez became the new maintenance lead when Dwight McKenzie retired.

In the aftermath of 9/11 and the dotcom crash, airlines were suffering serious financial problems, and MAC's budget was under stress. MAC was postponing projects, and Northwest Airlines was challenging via lawsuit MAC's policy of subsidizing the Reliever Airports from MSP landside (parking and concession) revenues. In particular they challenged the STP dike and FCM runway 27L expansion projects, but more generally they challenged the whole model. This pressured MAC to take another look at Reliever Airport rates and charges, triggering an endeavor that resulted, in my opinion, in setting back our relationship with MAC by a number of years, but more on that later.

Jack Eberlein, airport manager, reminds us yet again that nothing is to be stored outside our hangars.

The golf course on MAC property northwest of the airfield opened.

Blaine adopted a new fire code that required new buildings over 2000 square feet and buildings with an expanded footprint of over 2000 square feet to have a sprinkler system. Unheated new hangars will need to be "dry sprinkled." [I'm not sure where this stands today. There was a lot of discussion about what it meant, including proposals to exempt storage hangars.]

Lonnie McCauley replaced Bill Erhart as the MAC Commissioner representing our area.

After seven years, Jim Griebel stepped down as ACAA President. Don Johnson was elected for this position.

Planning for the extension of runway 9-27 and installation of an ILS got underway.

The National Air Tour visited ANE on September 10. This was a re-enactment of the historic National Air Tours held from 1925-1931 to promote aviation throughout the country. The initiative, spearheaded by Greg Herrick, featured over 25 vintage aircraft from the 1920s and 1930s on a 4,000 mile journey ending in Kitty Hawk, NC, the birthplace of aviation. It was a wonderful sight to see all those beautiful aircraft.

Discover Aviation Days resumed.

### 2004

The Rates and Charges review took center stage. There were many meetings and hearings and analyses on how the Relievers should be funded, and many good suggestions and comments from the user community, but in the end, after some productive give-and-take five years before when a workable agreement was reached, MAC decided to literally double our lease rates overnight. The whole way this was handled came across as unnecessarily ramrodding through a policy for which there were viable, more palatable alternatives, especially since MAC was not in a financial crunch. While the users were given multiple opportunities to offer their opinions, they were largely ignored. AOPA representatives, including AOPA president Phil Boyer, presented at several of these meetings. A commitment was also made to do an in-depth study of the reliever system and make recommendations for future policy. The study was the right thing to do, but the approach to double fees now (with a nearly 5% annual escalator) and deal with other revenue opportunities later, as opposed to a more reasonable increase now and more revenue downstream, was not. This

resulted in seriously damaging the tenants' trust in the MAC organization, which took years to rebuild.

Discussion continued in earnest about extending runway 9-27, installing an ILS, and developing the new NW building area. The county wanted to see this happen, but MAC didn't have the funds. Proposals were considered for the county to fund the project through bonding, and contract with a developer to develop the space.

Jack Eberlein retired at the end of April after 15 years as ANE's airport manager. Jack was a huge booster of the airport, and worked closely with the tenant community on a variety of issues.

Joe Harris was appointed the new manager. Joe had previously managed FCM and MIC, and gave up MIC to take over ANE. One of Joe's first observations was all the "stuff" being stored outside of hangars, which Jack Eberlein had been fighting for years! [It's like that never goes away!]

Discover Aviation Days was plagued by poor weather. Some positives, but not much flying.

Airport operations were just under 110,000 for 2004.

### 2005

Discover Aviation Days was canceled due to lack of funding (the previous year's washout was devastating) and the non-availability of the Golden Wings facility on the normally scheduled weekend.

Sherry Stenerson replaced Lonnie McCauley as the MAC Commissioner representing our area.

Commissioner Jack Lanners was assigned the task to conduct an in-depth study of the Reliever Airports with the goal of making funding policy recommendations. This was a major focus in 2005. Jack did a very thorough job of analyzing costs, revenue, operations, and policies. And published his recommendations at the end of the year. This resulted in a spreadsheet-based Financial Model to track income and expenses, and triggered new round of revenue-raising initiatives. [More detail on that next time.]

In June, MAC staff took 12 Commissioners on a bus tour of the Reliever Airports to familiarize them with the airports in their system that had lately been the subject of much discussion. They visited STP, ANE, MIC, FCM, and LVN, describing the history, user mix, and activities at each airport, and the issues facing these airports.

Discover Aviation Days was again canceled, but a Blaine Aviation Weekend event, sponsored by the EAA and American Wings, was held in its place

This brings us up to mid-2005, the fifteenth anniversary of the ACAA. During the latest five years there was much attention given to enhancements and improvements at the Reliever Airports, somewhat attenuated by the aftermath of 9/11. Nevertheless, the entire MAC organization began to recognize the value of these airports, and the Commission's scope of attention began to widen out from MSP. In the ensuing years, the Relievers became grown-up members of the MAC family.

Next time, we'll carry the history to 2010, or perhaps beyond. Lots more things happened in that timeframe.

---

*Give blood.*

Every 2 seconds someone  
in the U.S. needs blood.

**American Red Cross**



**Blood Drive**  
**Lynx FBO**

Lobby

9877 N Airport Rd NE, Blaine, MN, 55449

**Thursday, March 18, 2021**  
**12:00 p.m. to 6:00 p.m.**

Please call 1-800-RED CROSS (1-800-733-2767) or visit [RedCrossBlood.org](http://RedCrossBlood.org) and enter: Lynx FBO to schedule an appointment.



**Your donation is essential. We'd like to show our gratitude for being a vital part of our American Red Cross community with a special gift. Get an exclusive Red Cross T-shirt when you come to give March 15-26, while supplies last.**

1-800-RED CROSS | 1-800-733-2767 | [redcrossblood.org](http://redcrossblood.org) | Download the Blood Donor App

©2016 The American National Red Cross

[85] -Order ID: 163711- Item ID: 641032- Qty: 1 of 1- 001-68651- 201-APL-0032-AR17- 21407 1

## 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: \_\_\_\_\_