



# Newsletter

# Anoka County Aviation Association

## ACAA

May, 2018

Next Meeting: **Monday, May 14, 2018 6:30 PM**  
**NOTE TIME CHANGE – Pre-Meeting Picnic**  
 EAA 237 Building, Anoka County Airport.

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### Calendar

May 14, 2018 (Mon)	6:30pm	ACAA Meeting EAA Building
June 2-3, 2018 (Sat/Sun)		Discover Aviation Days ANE Airport
June 13, 2018 (Wed)	7:00pm	RAAC Meeting MAC Office Bldg.
June 29, 2018 (Fri)		Newsletter Deadline Want Ads Due
July 9, 2018 (Mon)	7:00pm	ACAA Meeting EAA Building

### May Meeting – Pre-Meeting Picnic @ 6:30

As we've done the last several years, we'll start at 6:30 with a short picnic prior to the business meeting. We'll cook up some hot dogs, and have a chance to visit a bit.

Family, friends, and members of other airport associations are cordially invited. The meeting starts at 6:30 PM on Monday, May 14, at the EAA 237 Hangar on the west side of the field. Let's have a great turnout. Hope to see you there.

### Around the Airport

By Philip Tiedeman, ANE Airport Manager

We're approaching an important day at the Metropolitan Airports Commission. July 6, 2018 will mark 75 years to the day from the organization's creation by legislative action and the signature of then-Governor Harold Stassen. A core purpose of the MAC in state law is to "develop the full potentialities of the metropolitan area in this state as an aviation center." With seven airports, the MAC system is among the nation's largest, and each airport within the system has unique characteristics designed to meet specific needs.

A newly released study by InterVISTAS Consulting, LLC, indicates that, together, the six airports generate an estimated \$756 million in total annual economic output for the seven-county Minneapolis-St. Paul metropolitan area. The airports also support nearly 1,030 jobs directly tied to operations at the airports, producing \$56 million in direct wages. Additionally, the airports generate an estimated \$94 million in annual visitor spending in the metropolitan area. Based on 2016 data, the report notes that the reliever airports accommodate almost 900 takeoffs and landings a day – equivalent to about 80 percent of the average daily aircraft operations at MSP.

#### Anoka County-Blaine Airport

Direct Jobs:	130
Total Jobs:	560
<b>Total Economic Output</b>	<b>\$118 million</b>

To view the full report, *Economic Impacts of the Reliever Airports*, visit <https://metroairports.org/Airport-Authority/Metropolitan-Airports-Commission/Administration/Publications.aspx>

Routine hangar inspections are coming up. The purpose of the routine inspection is to ensure the hangars are being used for aviation purposes. We have sent out letters to schedule the first round of hangar inspections. They are currently being scheduled for the week of May 21<sup>st</sup> -25<sup>th</sup>. If you did not receive a letter but would like to have your hangar inspected or another day works better for you; please feel free to reach out to me and we can schedule the inspection. Regardless, spring is a great time to take an assessment of your hangar, schedule any repairs, and ensure there are no items being stored outside.

If you would like to get in touch with me, I can be reached at [Philip.Tiedeman@mspmac.org](mailto:Philip.Tiedeman@mspmac.org) or 763-717-0001.

### RAAC Report

By John Krack

The summer RAAC meeting is scheduled for Wednesday, June 13, at the MAC general office building at 6040 28<sup>th</sup> Ave. S. in Minneapolis.

The spring RAAC meeting was held on Wednesday, March 14 at the St. Paul Downtown airport. The meeting was preceded by a tour (thanks to Commissioner Madigan) of the Learning Jet, a retired 727 donated by FedEx as a learning classroom for young people interested in aerospace, and dinner at the new Holman's Table restaurant in the terminal building at STP.

Items of interest were:

1. Gary Schmidt introduced Phil Tiedeman, the new ANE airport manager, and Phil talked a bit about his aviation background, most of which was summarized in the January Newsletter.
2. MAC Staff gave an update on the Long Term Comprehensive Planning process.
  - a. **Crystal:** LTCP completed; Environmental Assessment Study begun
  - b. **Airlake:** Draft LTCP submitted to Met Council 11/27/17; MC determination expected 3/28; expect to submit to Commission in April.

NOTE: The Plan was approved by the Commission 4/23. The Plan can be viewed at:

[https://www.metroairports.org/General-Aviation/Airports/Airlake/Airlake\\_Airport\\_2035\\_LTCP\\_FINAL\\_Narrative\\_Report\\_M.aspx](https://www.metroairports.org/General-Aviation/Airports/Airlake/Airlake_Airport_2035_LTCP_FINAL_Narrative_Report_M.aspx)

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## RAAC Report

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- c. **Lake Elmo:** Public Hearing on the draft Environmental Assessment scheduled for 4/4/18. The draft documents can be viewed at:

<https://www.metroairports.org/General-Aviation/Lake-Elmo-Environmental-Assessment/Documents-and-Links.aspx>

- d. **Anoka/Flying Cloud/St. Paul:** As was noted in the January Newsletter, MAC Staff has decided to develop a broader system-level vision for the three Primary Reliever airports before delving into the plans for the individual airports. Neil Ralston reported that staff is making progress in developing a draft scope of work, stakeholder engagement plan, and timeline to facilitate study kickoff in 2Q18.
3. Kelly Gerads said that the Reliever Airport Economic Impact Study is awaiting input from one airport operator, and she expects it to be available by the end of April.

NOTE: See Phil Tiedeman's column above for a summary and the link.

4. Kelly Gerads reported on the Rates and Charges review, which we asked for awhile back with an eye to possibly reducing some of the charges. (This is NOT a MAC-initiated effort to increase our charges.) Kelly said that they're researching the possibility of dropping the sublease fee without having to go through the ordinance process. She noted that the sublease fee currently brings in about \$50,000 annually. She also provided some numbers on what the impact would be if they were to reduce the annual ground rent escalator, currently at 4% per year:

- Reducing it to 3% would cost MAC \$912,000 over 6 years

- Reducing it to 2% would cost \$1.8M over 6 years

Lance Fisher (FCM rep) asked if MAC could possibly modify the escalators dynamically based on inflation and/or business conditions.

5. Joe Harris, Mike Wilson, and Phil Tiedeman recapped Super Bowl operations. Needless to say, there were challenges (including 4.5" of snow on Saturday), but everything went off without a hitch from a Reliever Airport perspective. There were zero diversions, thanks to the MAC maintenance crews, the airport managers, the FBOs, the tower controllers, and all the others who helped to make this very challenging event a resounding success.
6. MAC Staff, with help from Commissioner Madigan (a business law attorney), have developed a sample sublease form that could optionally be used by storage tenants wishing to lease out hangar space. Its use is not required, but it helps protect both the tenant and subtenant by spelling out the MAC rules and requirements, and formalizing the agreement between both parties. At a minimum it can serve as a starting point for drawing up your own lease. MAC plans to make it available to tenants who apply for a sublease permit.

A couple of comments:

1. Thanks to Commissioner Madigan for arranging a tour of the Learning Jet. The aircraft is an intact 737 with full instrumentation and avionics, including (disabled) engines. The passenger section, with a great deal of volunteer labor, has been converted into a classroom. You can sit in the captain's seat and make airplane noises

and get a feel for what it's like to command one of these birds. This is something most of us would have given a lot to do as kids. The hangar next door is also being upgraded to serve as an indoor classroom.

The objective is to work with schools to provide hands-on learning experiences that interest students to follow Science, Technology, Engineering, Aerospace, and Mathematics careers.

The Learning Jet is owned by the MN Association of Women in Aviation. For more information, or to get involved, check out [www.mnawa.org](http://www.mnawa.org).

2. They did a nice job on the Holman's Table restaurant at STP. The restaurant is a bit upscale, but the food and service were good, and the decor was nicely done. The windows face the airside of the airport. Finally, we have a place to go on a Reliever Airport for a bite to eat! When we were there on a Wednesday evening before the RAAC meeting, the place was quite busy, so early indications are that it's a success. Many online reviews are 4 or 5 stars. I wish them well.

Check it out at <https://www.holmanstable.com/>.

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

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## The View From Here

By John Krack

### Minnesota Legislature

The two bills we reported on in March that would limit any runway extension at MAC Reliever Airports to 150 feet are all but dead. Although nothing's ever certain until the Legislature adjourns, neither bill even got a hearing in their respective first committees, and the Legislature has some really important issues to deal with in the two weeks they have left. I think these bills were more symbolic than anything, and thankfully didn't see the light of day.

We'll keep you posted as things develop.

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### In Memoriam – Dick Nordquist

It's with great sadness that we report the final approach and landing of Dick Nordquist on April 6. Dick was an early member of the ACAA, and was active in the ANE airport community until he moved to Lino Lakes Airpark. He was a master craftsman, an avid pilot, and built at least two airplanes.

Our condolences to his wife Rita and the rest of his family. Dick was a good friend and a great guy. He'll be missed.

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### Discover Aviation Days

Mark your calendar for June 2-3 and plan to stop by the airport for Discover Aviation Days, our (usually) annual event where we showcase the airport and our love of aviation to the public. This is a very popular family event that includes a Pancake Breakfast, Lunch and other food vendors; Warbird, Homebuilt, and Vintage Aircraft Displays; Golden Wings Museum tours; Kids' activities; an Educational Tent; Airplane/Helicopter rides; and exhibitors.

Admission is free, but a parking donation is requested.

Check out their updated website at [www.discoveraviationdays.org](http://www.discoveraviationdays.org) or call 763-568-6072 for more information.

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## The View From Here

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**VOLUNTEERS ARE NEEDED.** Sign up on the website or call the above number.

Check out the flyer on Page 6

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### Great Minnesota Aviation Gathering

If you missed the Great Minnesota Aviation Gathering, sponsored by the Minnesota Pilots Association, you missed a fun and educational event. A big Thank You to Randy Corfman and his team, the many sponsors, and Greg Herrick for yet another successful Gathering. See you next year!

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### Happy 75<sup>th</sup> Anniversary to the MAC

As Phil Tiedeman notes above, July 6 is the 75<sup>th</sup> anniversary of the creation of the Metropolitan Airports Commission. Through all of the challenges and successes of the last 75 years, MAC has built one of the most unique airport systems in the country, and one of the best in the world.

Congratulations, and best wishes for the next 75 years!

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### “Ultralights” At Reliever Airports

I was made aware recently of an incident at Airlake where a pilot landed his light sport aircraft (I believe, but have not yet confirmed, that this was a powered parachute) and was advised that a 1981 MAC policy prohibited “ultralight” aircraft from operating on MAC airports. The pilot was asked to not come back with that aircraft.

We had a similar issue some years ago at ANE where a few older pilots had lost their medicals and wanted to continue flying by using ultralight aircraft. At that time, at least, ultralights were not required to be registered (though they could be) nor the pilots certified (unless the aircraft was registered), so no medical was necessary. MAC’s (valid, in my opinion) concern was that unregulated aircraft operated by possibly untrained pilots presented a safety hazard for both themselves and others in busy airport environments with a mix of aircraft operating at widely different speeds, and potential pilot unfamiliarity with the “rules of the road” around airports. MAC’s verbal comments at the time were that if the aircraft had a tail number, it was OK since it would (legally) need to be operated by a licensed, trained, current pilot. It’s not clear whether that exemption from the policy still holds. The aircraft in question at Airlake was certified, registered, and flown by a very experienced licensed pilot.

The MAC policy implements a 1981 staff recommendation that **“...the use of hang gliders, powered hang gliders, ultralights and microlights be prohibited from operating on any airport owned and operated by the Metropolitan Airports Commission.”**

In any case, the positive outcome is that at a meeting on April 27 with MAC staff and two AOPA reps in town for GMAG, MAC agreed to review the policy, and AOPA agreed to do research on how other airports are handling this issue. Hopefully we’ll end up with a clear policy that makes sense from a safety standpoint and allows aircraft at the lower end of the performance spectrum to enjoy the MAC airports. This is particularly important given the popularity of the Light Sport genre and the development of who knows what (manned quadcopters, perhaps?) to come.

If any of you have experience or comments on this subject, let me know and I’ll consolidate and forward them to the MAC. My big concern would be the difference in performance characteristics between traditional aircraft and these much slower machines. I’ve never encountered it, but it would seem to be pretty difficult to judge spacing from an aircraft that does downwind at 90-110 mph and final at 70-80 when flying behind an aircraft that cruises at 35 and can land in 100 feet.

## AOPA Airport Support Network Representative Needed

AOPA is looking for someone to be the Airport Support Network (ASN) representative for ANE. Arlo Enerson has served in this role for some time (thanks Arlo) and is ready to “pass the baton.” Following is a short description from Kyle Lewis, AOPA’s ASN program manager, on what the program is about:

The AOPA Airport Support Network (ASN) Program is a network of over 2,200 volunteers nationwide who are AOPA’s “eyes and ears” at their local airport. The mission is to support and show the community the value of an airport. AOPA ASN Volunteers may be called upon to provide specific information as it relates to the operation of the airport. Our volunteers provide AOPA resources to react to issues or problems that may be detrimental to GA.

See more here : <https://www.aopa.org/advocacy/airports-and-airspace/airport-advocacy/asn>

Here’s your chance to get more involved with the airport community and work with an organization that can help us make the airport better.

If you’re interested, contact kyle at [kyle.lewis@aopa.org](mailto:kyle.lewis@aopa.org).

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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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### Lake Elmo Environmental Assessment Hearing

I attended the public hearing on the draft Lake Elmo Environmental Assessment document (see link noted above in the RAAC Report). Most of the commenters were people opposed to the project, mostly because of concerns that extending the runway from 2850’ to 3500’ would bring in larger aircraft and more noise, and that the rerouting of 30<sup>th</sup> Street North would result in congestion and delays during heavy traffic periods and safety concerns in inclement weather. The commenters made some passionate arguments, but on reflection I think the concerns are based more on fear and a “not in my backyard” mentality than on actual facts. Following is a copy of the comments I sent to the MAC in response to the document:

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#### Lake Elmo Environmental Review Comments

John L. Krack

19 April 2018

My name is John Krack. I live in Fridley, MN. I’ve been a recreational pilot for over 50 years, and have flown out of MAC airports for most of that time, starting at Crystal, and now at Anoka. I am also the chair of the Reliever Airports Advisory Council, and in that role have an interest in all of the MAC reliever airports.

First of all, I fully support MAC’s recommendation to relocate and extend runway 14/32 at the Lake Elmo airport.

I attended the April 4<sup>th</sup> public hearing, and was somewhat disturbed over the passionate concerns expressed by many of the participants. Aside from those who don’t want an airport in their backyard period, I left with the impression that the meaningful concerns are twofold:

- Concern that the longer runway will bring in larger aircraft and result in more noise
- Concern that the re-route of 30<sup>th</sup> Street N will create a bottleneck during busy times (i.e., rush hour) with its curves and lower speed limit, and could become a hazard in slippery conditions.
- An overriding concern expressed by some was that “MAC doesn’t listen, and just rams through what they want to do.”

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## The View From Here

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I'll address the last item first, then discuss the first two, and finally note why I think the proposed EAW should be approved.

### 1. "MAC Doesn't Listen"

I guess the definition of "listen" can be subjective, but the Merriam-Webster definition is:

"to hear something with thoughtful attention : give consideration : listen to a plea"

To me, this involves giving counterparties' concerns serious attention, offering meaningful answers/explanations, and trying to reach an acceptable compromise where feasible. It does NOT mean necessarily acquiescing to everything the other party wants.

I have watched the development of the Lake Elmo (and also Crystal) LTCP and the subsequent Lake Elmo Environmental Review pretty much from the beginning, and I've commended MAC publicly on several occasions on the openness, transparency, and responsiveness of these efforts. I've seen multiple significant revisions to these plans to address stakeholder input, and a concerted effort to try to walk the fine line between airport needs and citizen concerns. I believe that MAC has given all comments "thoughtful attention" and "due consideration." Unfortunately, not all issues are reconcilable to everyone's satisfaction, and MAC's first priority is to their statutory charter to optimize the safety and utility of their airports while addressing the present and future needs of the aviation community.

In my opinion, MAC's process of openness and outreach to the community has demonstrated a willingness to listen and attempt to address concerns, and while some may be disappointed with the final recommendation, I expect the outcome to be at most a minor inconvenience rather than a major disruption.

### 2. "The changes will bring bigger airplanes and more noise"

Looking at the graphic MAC published in one of its handouts, the longer runway will certainly make the airport more accessible to some aircraft at the higher end of the design class, but it's questionable how many of such aircraft would use the airport on a regular basis, particularly, as some pointed out at the hearing, there are two nearby airports (STP and New Richmond) with much better facilities (longer runways and better approach facilities) to accommodate the larger aircraft, particularly in less than ideal weather conditions. For several of these aircraft (Beech Baron 58, King Air 200, Socata TBM 700) a 3500' runway appears to be a bit marginal, and it's unlikely that an operator would want to base at an airport that might be marginal under not infrequent weather conditions (no headwind, hot day, wet or snowy runway, etc.).

It's also questionable whether a larger departing aircraft would bring appreciably more noise by the time it crossed the airport boundary. That could certainly be explored as part of the environmental review. However, the noise contours depicted in the draft EAW show the 60DNL level (well below the FAA's standard of 65) entirely on airport property, indicating that noise should not be a significant impact. Although DNL is the generally accepted noise standard, it represents an average over 24 hours, and since night operations will be minimal, day operations could be greater. It would be interesting to see the expected noise footprint of some of the larger aircraft that might use the airport that might not use it today.

What the longer runway WOULD do is make operations safer for virtually all aircraft that use the airport. A malfunction on takeoff or a misjudgment on landing would give the pilot

significantly more room to safely recover, benefitting both the pilot and nearby residents.

Finally, MAC is updating noise abatement plans for all reliever airports, and is making a greater effort to communicate these plans to the aviation community. Most of the pilots I know want to be good neighbors and, consistent with safety, will operate to minimize noise impacts on surrounding communities if they are made aware of what the guidelines are. Moreover, MAC has a noise department that follows up on all complaints, and will work with operators to address any problems.

In my opinion, the noise concern is based more on fear than reality.

### 3. "Re-routing 30<sup>th</sup> Street North will cause a serious disruption"

Based on peoples' comments, this would cause me the most concern. Will this really create a significant bottleneck and impede emergency traffic? Appendix B of the EAW presents a very detailed analysis of the situation, and indicates that the additional travel time at posted speed limits would be around 46 seconds. Hardly a major inconvenience. The EAW also indicates it would not have a negligible impact on emergency response based on discussions with the local responders. The curves might be a problem (especially in snowy/icy conditions), but we all negotiate curved roads all the time and don't give it a second thought. The 30 mph speed limit might be a bit inconvenient, but in a low traffic situation would take the aforementioned 46 more seconds to travel between Manning and Neal avenues. We often spend more time than that waiting at traffic lights as we travel about. In high traffic situations, vehicles would likely be bottlenecked at the intersections (stop signs or traffic lights) anyway, and even a 60 mph limit wouldn't save much time. One thought: if the proposed design is considered to pose a throughput problem, consider widening the eastbound section of the curve to two lanes, thus doubling the capacity to account for the lower speed limit. (Making the westbound curve two lanes would create a bottleneck where it dropped back to one lane, so probably wouldn't help much.)

This reroute may be a minor inconvenience, but given the analysis in the EAW, I don't see it being a major disruption or a safety issue. However, the proposed reroute has the very significant advantage of keeping the roadway completely out of the RPZ, a safety factor for both motorists and pilots.

Finally, here's why I think the proposed plan should go forward:

1. That runway 14/32 needs replaced is a given. Doing it in place does not address the incursion of Manning Avenue in the RPZ, which could result in rerouting Manning should it be widened in the future. Moving the runway addresses that, with little other impact, and no future cost, to the community.
2. Modern aircraft are higher performance and need longer runways to operate safely. And any aircraft gets an extra margin of safety from a longer runway. From a pure safety standpoint, it makes sense to extend the runway, especially as more infrastructure is built around the airport. 2800 foot runways are largely obsolete. 3500 foot runways are more the norm, and conform to the FAA's guideline for the design class.
3. Extending the runway makes the airport more usable to aircraft at the higher end of the design class, particularly cabin class twins which small businesses would tend to use, and to existing aircraft users at heavier loads and in adverse weather conditions. This enhances economic benefit by potentially attracting small businesses to the local area because of a convenient airport, and transients who stay in area hotels, rent cars, and patronize restaurants and entertainment.

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## The View From Here

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Significantly larger aircraft would likely go elsewhere, as a 3500 foot runway would be marginal for them.

In short, the airport is not likely to see a significant increase in large aircraft operations, but would offer economic benefits to the area and more convenience to aircraft operators.

4. MAC's legislative charter is to manage its airports to optimize safety and utility. This plan is a significant step forward on both these fronts.
5. Finally, MAC has led a very thorough, open, and transparent process to get to this point. They've met with stakeholders, engaged community leaders, and modified the plan several times to accommodate community concerns. There's very little else that can be done under existing constraints of money and land. The LTCP has been approved by the Met Council and the FAA, so it fits in with these agencies' plans and guidelines. This isn't a "MAC only" project.

Thanks for the opportunity to comment on this report.

Regards,

John L. Krack

Chair, Reliever Airports Advisory Council

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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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### March Meeting Minutes

The meeting was called to order at 1906 by Vice President Don Johnson.

Special Guests: Phil Tiedeman, airport manager

Minutes: It was moved, seconded, and passed by voice vote to approve the January minutes as published in the March Newsletter

Treasurer's Report: Mike Miller gave the treasurer's report. As of the end of February, the treasury balance stands at \$6,246.82.

Phil Tiedeman, airport manager, recapped the Super Bowl activity at ANE. There were around 250 aircraft, with lots of drop-and-goes. There were 83 aircraft on the ground at the start of the departure period.

The crews did a fantastic job of keeping the snow under control, the police department patrolled the airport, and deicing equipment was available next to the tower. Phil passed on the tower's thanks for everyone's help in making everything go smoothly.

Discover Aviation Days is coming up in June.

Construction season and hangar inspections will start this spring.

The Minnesota Pilots' Association 'Great Minnesota Aviation Gathering' will be held April 27-28 at the Golden Wings museum.

Craig Schiller noted that Golden Wings will not be the center of focus for Discover Aviation Days, mainly because with Craig no longer working there, there is no one to coordinate events/activities

around the museum. For the same reason, there will be no hangar dance.

The meeting was adjourned at 1945.

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

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### WANT ADS

#### Free to a Good Home:

I'm doing some housecleaning, and have several boxes of 5-15 year old aviation magazines (Plane & Pilot, AOPA Pilot, EAA Sport Aviation, Kitplanes) that I'm ready to part with. Let me know if you're interested. Otherwise they go to the recycling bin.

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

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#### For Sale: Brand New Appareo Stratus 2S ADS-B Receiver

Get ADSB-In via WiFi interface to iPad running ForeFlight Mobile.

Provides in-flight traffic, weather, moving map navigation, attitude indicator backup, current IFR/VFR charts and more with a ForeFlight subscription @ \$99/year.

Also interfaces to the Stratus ADSB-Out ESG transponder's GPS antenna and power supply. Never powered up.

**\$850**, including optional \$13 dash mount.

Save \$72. Sporty's charges \$922 including shipping.

More details: <http://www.sportys.com/pilotshop/stratus-2s-ads-b-receiver-for-ipad.html>

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

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#### HANGAR FOR SALE

8 - Stall T-hangar on Oregon and Pennsylvania.  
32' x 180' (5,760 sq. ft.); open inside with sliding  
40' door openings; new roof and tin ceiling and end side  
walls. \$175,000. Call Bob at 239-227-4407.



#### Aircraft and Hangar Insurance

Aircraft & Marine Agency, Inc

Contact: Kevin Gruys at 952-890-1124

or email [gruys@aircraft-marine.com](mailto:gruys@aircraft-marine.com)

website: [www.aircraft-marine.com](http://www.aircraft-marine.com)

# DISCOVER AVIATION DAYS!



## June 2nd & June 3rd

ANOKA COUNTY AIRPORT IN BLAINE

Off of State Highway 10 - between 35W and Highway 65.

Exit on 85<sup>th</sup> and Airport Road

[www.DiscoverAviationDays.org](http://www.DiscoverAviationDays.org) 763-568-6072

No Admission Fee - Parking Donations are appreciated

**Pancake Breakfast / Lunch**

7am to 11:30 - 12 noon to 3:30

Homebuilt & Experimental

WWII & Reconnaissance Aircraft

Check out the NEW Education Center - Meet the Veterans

**HELICOPTER & AIRPLANE RIDES, MODEL AIRPLANES**

**Open For Tours:**  
Golden Wings Flying Museum

Restored Vintage Aircraft

On Display in Museum & on site

### Ride the B-25 Saturday, June 2nd

“Miss Mitchell” is the pristine example of what a dedicated group of volunteers can accomplish. The C.A.F. completed ground-up restoration of this versatile bomber.

The B-25 placed itself in World War II history books on April 18, 1942 when 16 of the medium range bombers launched from the deck of an aircraft carrier in the Pacific Ocean and bombed mainland Japan.

The B-25J “Miss Mitchell” served in the 310th Bomb Group, 57th Bomb Wing of the 12th Air Force in North Africa and Italy completing over 130 missions. Its legacy of no crew fatalities during all of its missions was a rare accomplishment.

**You can take a ride on this historic WWII aircraft during our event here at the Blaine airport on Saturday, June 2nd.**

Experience the ultimate thrill acting as a bomber crew in this beautifully restored B-25 Miss Mitchell! Feel and hear the power of two Wright R-2600 engines, generating 1,700 hp each. You're sure to be amazed!

Cost: \$450.00

Only a few seats left!

[Contact Us to book your flight!](#)



## ACAA OFFICERS AND COMMITTEES

President: Mike Lawrence 763-780-2802  
V. Pres: Don Johnson 651-407-3403  
Secretary: John Krack 763-786-5876  
Treasurer: Mike Miller 763-267-8729  
RAAC Rep: John Krack 763-786-5876  
RAAC Alt: Don Rosacker 651-633-1751  
Legal Adviser Hal Hitchcock 651-717-0859

### Committees & Members

#### Fire, Building Codes, and Environmental

TBD

#### Newsletter

John Krack 763-786-5876

#### Safety

TBD

#### Public Relations (Proposed)

#### Taxes

Vivian Starr 763-559-4683

John Krack 763-786-5876

#### Membership

John Krack 763-786-5876

**Commissioner:** James Deal

#### Airport Mgr:

Phil Tiedeman 763-717-0001

## Discover Aviation Days

**2018 Dates:** June 2 – 3, 2018

**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

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Craig Hass AWAM

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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.

### 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.

### Email List

Vivian Starr maintains an extensive email list of people interested in what's happening in the Minnesota aviation community. She keeps us up to date with timely reports on MAC meetings, and other activity of interest. In fact, many of the articles in this Newsletter were originally distributed via email. If you're not on the list and want to be, send your email address to Vivian at [DVStarr@aol.com](mailto:DVStarr@aol.com).

Anoka County Aviation Association

7629 Lakeside Rd. NE

Fridley, MN 55432

**ANOKA COUNTY AVIATION ASSOCIATION MEMBERSHIP APPLICATION**

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Home Phone (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

Work Phone (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

Cell Phone (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

Email Address \_\_\_\_\_

Check Here for Email Distribution Only (No Print Copy)

\_\_\_\_ New Member

\_\_\_\_ Renewal

Please tear off this information sheet and mail along with a check (payable to ACAA) for:

\$15 - 1 Year     \$27 - 2 years     \$35 - 3 years

(Please check desired membership term)

To: John Krack  
7629 Lakeside Rd. NE  
Fridley, MN 55432

Your renewal date is shown on your mailing label.

Do you have any special concerns or issues you would like to communicate?

\_\_\_\_\_  
\_\_\_\_\_

To help us keep current with our members' interests, please fill out this survey.

Are you an: Aircraft Owner? \_\_\_\_\_

Type of Aircraft? \_\_\_\_\_

Hangar Owner? \_\_\_\_\_

Hangar Street and #? \_\_\_\_\_

Pilot? \_\_\_\_\_

FBO? \_\_\_\_\_

Do you have any special interests, such as:

Aircraft Restoration? \_\_\_\_\_

Homebuilding? \_\_\_\_\_

Recreational Flying? \_\_\_\_\_

Other? \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Office Use Only: Check #: \_\_\_\_\_ Entered: \_\_\_\_\_