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*Newsletter*

# Anoka County Aviation Association

**ACAA**

**May, 2019**

Next Meeting: **Monday, May 13, 2019 6:30 PM**  
**NOTE TIME CHANGE – Pre-Meeting Picnic**  
 EAA 237 Building, Anoka County Airport.

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### Calendar

May, 13, 2019 (Mon)	6:30pm	ACAA Meeting EAA Building
June 12, 2019 (Wed)	7:00pm	RAAC Meeting MAC Office Bldg.
June 28, 2019 (Fri)		Newsletter Deadline Want Ads Due
July 5-7, 2019 (Fri-Sun)	TBD	EAA Greatest Generation Tribute STP Airport
July 8, 2019 (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.

Phil Tiedeman will be there to brief us on the latest developments at the airport, and recap the Final Four activity.

Family, friends, and members of other airport associations are cordially invited. The meeting starts at 6:30 PM on Monday, May 13, 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 Phil Tiedeman, airport manager

This past April, Minneapolis hosted the 2019 NCAA Final Four. This event went exceptionally well. The event turned out to be two separate events. We were expecting traffic to come in for a busy arrival phase prior to the semifinals on Saturday then leave during a busy departure phase. As it turned out, not many people stayed for the off day between the semifinal games and the championship game. We also did not anticipate such a large fan base to come from one region of the country. The Texas Tech fans traveled extremely well to the Reliever Airports. This caused a few delays during the departure phase due to fixes that were not expecting to be loaded with traffic seeing very high volumes heading back to Texas. The Airport handled roughly 125 IFR aircraft for the event. At game time, we had 25 aircraft on the ground for the semifinals and 38 aircraft for the championship game.

Depicted is a shot of the Lynx ramp during the event, and a screen shot of the departure phase from all the area airports. It is impressive to see the volume of GA flights departing the reliever airports versus those from MSP.

To show some of the logistics of and movements of the event, a time-lapse video was taken from Monday, April 8th in the afternoon through Tuesday, April 9th at 2 PM. The video is shot at FCM from the top of a hangar viewing the main Premier Jet Center ramp and parallel closed runway used for parking. In the distance you can see we also used the south portion of runway 18/36 for parking overflow. <https://vimeo.com/329664596>

Last year a tornado went through the Faribault Airport causing severe damage to multiple structures and limited services for a while. Thankfully there are some lessons we can learn from this. One of those lessons is to make sure you have the right insurance coverages. The Aircraft Storage Leases outline the minimum insurance coverage that is required for replacement costs of the improvements. However, many tenants have tools or property that is unique to aviation that may be difficult to replace. I encourage you to review your limits and make sure you have the necessary coverage to protect your hangar and its contents from an unknown disaster.

Several complaints have been received from various tenants and airport users regarding dog waste on the airport. There has been an increased amount of dog waste that has been reported and observed around hangars as well as around hangars with owners who do not own dogs. If you are a dog owner, please be respectful of your neighbors as well as the airport. All tenants are asked to take pride in the airport by cleaning up after your pets and disposing of the waste properly. Please notify me if this issue continues and I will work to correct the problem.

If you are planning any hangar construction projects this year, please contact me or have your contractor contact me to review access, airfield safety issues, and other logistical items prior to any work being completed. The airport is tentatively scheduled to have construction on various portions of the airport this summer between July 8 and August 24, which may impact your construction plans. Look for additional information to be coming out in the mail and via email in the next few weeks.

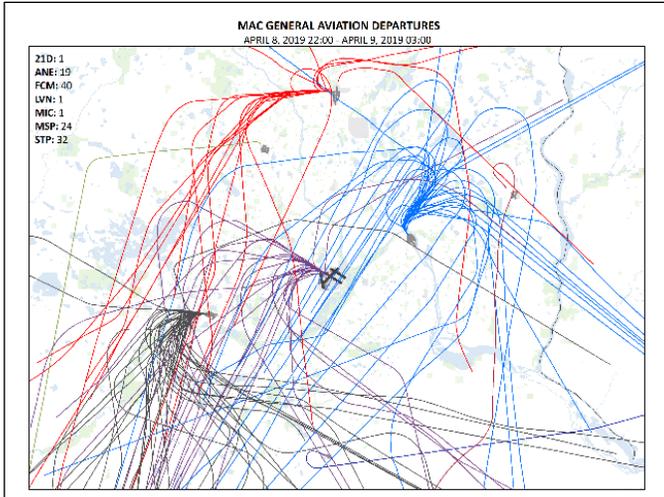
If you would like to get in touch with me, I can be reached at [philip.tiedeman@mspm.org](mailto:philip.tiedeman@mspm.org), (office) 763-717-0001, or (cell) 432-556-9009.



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## Around the Airport

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business to the primary relievers (STP, ANE, and FCM). They're looking at industry trends, and comparing the MAC system with those at Denver, Boston, and Phoenix. Specific data points are being obtained via questionnaires and interviews with:

- Trade organizations
- FBOs
- Flight departments
- Corporate/business pilots

The first two have been completed, and the last two (pilot and corporate flight department input) are in progress. Several interesting trends identified so far are:

- More larger aircraft missions are being conducted under part 135, which has more stringent requirements than part 91, particularly with respect to runway length and instrument approaches.
- Price (particularly fuel) is less of a factor than proximity and ground transportation to the final destination.
- Customs and Border Protection facilities are important, particularly for international flights.
- Some companies are abandoning their corporate flight departments in favor of fractional ownership and charters.

It looks like MAC is looking at the right things, and we'll keep you posted as more findings become available.

**Ultralight Policy:** MAC met with AOPA on October 1, and they've reviewed the subject with the local FAA FSDO. They're looking at revising the policy to allow ultralights and powered parachutes to use the runway, but do their ground preparation off-runway. The policy would apply to Airlake only, and the target is to have it in effect by midsummer.

**Reliever Airport Funding:** Kelly Gerads updated us on the MAC initiative to review the airport funding model. They're looking at the overall picture, including the non-aeronautical development as noted above. They hired the consulting firm Airport Business Solutions to review the current lease rates and escalators to determine if they were reasonable and consistent with similar rates at other airports. Kelly emphasized very strongly that this was not specifically focused on changing the current rates and charges, but rather a data point as one input to the overall analysis, which will include consideration of rates and charges down the line. The study indicated that the current MAC charges were, overall, in line with charges at comparable airports. In Kelly's words:

*The study is only one in a series of data points related to the evaluation of the financial sustainability of our reliever system. This year, we are conducting a land use study to identify non-aeronautical parcels that can generate new revenue streams to support our airport system. We are also taking a comprehensive look at the role and needs of our primary reliever airports to ensure we develop the system thoughtfully and efficiently. In the first quarter of 2020, we will look at all the data points and consider what changes, if any, are appropriate for our reliever airport system.*

I think this is absolutely the right approach – analyze the big picture, determine the needs, and work with stakeholders to develop an effective plan.

I'm still interested in your biggest concerns about the current rates and charges policy, and any ideas/suggestions you might have for making it better.

You can see the current fee structure and policies at

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

Send comments to [av8r00@gmail.com](mailto:av8r00@gmail.com).

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## RAAC Report

By John Krack

The summer Reliever Airports Advisory Council (RAAC) meeting is scheduled for Wednesday, May 12, 7:00 PM at the MAC general office building at 6040 28<sup>th</sup> Ave. S. in Minneapolis. The fall meeting will be held on Wednesday, September 11. These are public meetings, open to anyone who desires to attend.

### March RAAC Meeting Notes

**Non-Aeronautical Development:** Eric Johnson reported that they have selected a consultant for the land assessment initiative. They will be looking at all available land resources, and staff will be working with community reps to optimize the use of these properties to benefit both the communities and the MAC, possibly participating in shared development with private companies. They're tuning the Scope of Work, and expect to have an update in approximately 8-12 months.

Several possible projects are already in the works:

- At ANE, the Sports Commission is looking to build a hotel and ice arena.
- At LVN, MAC is holding discussions with interested developers to lease about 30 acres of land, which could potentially realize about \$200K annually for 20 years. [Editor's Note: At the May 6 Operations, Finance, and Administration Committee Meeting, Eric outlined an agreement they're working on with potential revenue of \$250K annually for the Reliever Airports. Great news!]
- At 21D, they're looking to speed up the land release process for Parcel A.

**Crystal Environmental Assessment Worksheet:** The second meeting of the Airport Community Panel was held on March 5, and a draft document is expected in mid-April, to be followed by a public comment period. MAC expects to have the document to the FAA this summer. The biggest concern had to do with tree removal, and MAC has pledged to work with the local park board and affected residents on an acceptable solution.

**Primary Airport Visioning Study:** Neil Ralston reported that they are continuing to make progress on their Primary Reliever Visioning Study. As you'll recall, the purpose of this study is to gather data on operational trends and preferences in the business/corporate aviation sector, and use that to determine what amenities/services MAC should be looking at to attract more

## The View From Here

By John Krack

### Planned 2019 Reliever Airport Events

At the April 1 MAC Operations, Finance, and Administration committee meeting, Kelly Gerads presented a list of currently-planned Reliever Airport events for 2019:

- June 9, 23 & July 14 – St. Paul Downtown Airport - FAA & MnDot Aeronautics ACE Camp
- June 16 – Crystal Airport – Father’s Day Open House  
Lake Elmo Airport – Civil Air Patrol Father’s Day Pancake Breakfast
- July 13-14 – Flying Cloud Airport – Air Expo
- July 14 – Airlake Airport – Pan-O-Prog Fly-In
- August 11 – Lake Elmo Airport – Aviation Day
- September 21 – Flying Cloud Airport – Girls in Aviation Day
- TBD – Anoka and Flying Cloud Airports – Airport Picnic

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### Great Minnesota Aviation Gathering

I attended both days of the Great Minnesota Aviation Gathering (GMAG), held this year at the Buffalo airport. The venue was great (thanks to Mike Wiskus and West Metro Aviation for cleaning out several hangars for us to meet – it was a whole lot nicer than sitting in a tent trying to stay warm and listen to the speaker over the wind noise and flapping tent panels), there were lots of exhibitors, the speakers were great, and the weather cooperated. I attended several seminars of note:

**Cheryl Daml** gave a very interesting talk on what VFR pilots can expect when they encounter aircraft doing practice instrument approaches in VFR conditions at non-towered airports. She described the basic anatomy of an instrument approach, and emphasized the differences between an instrument approach and the standard VFR pattern entry and flight path. Typically, there will be some maneuvering several miles away from the approach end of the target runway to get established on the final approach course, and the pilot will be executing a straight-in approach to the target runway, which may not be the active runway. If the pilot continues the approach, they will arrive at the airport below normal VFR pattern altitude, and may land, or do a missed approach “go around.” The instrument pilot, of course, will have a safety pilot looking out for traffic, but given the differences in traffic flow, it behooves everyone to announce position and intentions, and keep the eyeballs moving.

Cheryl also suggested that the instrument pilot communicate with ATC as an added safety measure, and that pilots practicing instrument approaches announce position as direction and distance from the airport rather than using waypoint names that are meaningless to VFR pilots.

This is the first that I’ve heard or seen a discussion of this nature, and I hope Cheryl gives the talk in other venues.

**Steve Brass** from Wings Insurance gave a talk on aviation insurance trends. Focusing on single and twin piston aircraft older than 1980, he said premium increases for 2019 are typically in the 5-10% range, with some in the 15-30% range or higher. The main factor is an increase in claims over the past few years. Steve had several suggestions for keeping premiums down:

- Manage Risk
  - Use checklists
  - Keep training, learning
- Communicate with your broker
  - Return update requests early, giving the broker a chance to check with multiple companies
  - Be very detailed on your update form – list safety seminars, training, anything else that shows your commitment to safe flying
- Ask questions

Steve also noted the difference between a Named Pilot and an Additional Insured. If a Named Pilot flies your airplane, you are covered but the pilot is not, unless the pilot is also listed as an Additional Insured. Check with your broker if you have any questions.

**Andy Miller** from AOPA talked about safe VFR operations at non-towered airports, and had the following comments:

- He said that the two most critical reporting points in the pattern are base-to-final, and downwind-to-base, in that order.
- A low wing and high wing aircraft operating in close proximity in the pattern, particularly if the low wing is above the high wing and they can’t see each other in a normal attitude, presents a risk. He suggested that the high wing aircraft could do shallow S-turns or small nose drops, and the high wing pilot could lift a wing to check blind spots.
- If an airport is really busy, go away for awhile and come back later.
- Don’t use local landmarks for position reports, or if you do to advise local operators, also give a direction and distance so that anyone unfamiliar with the airport will know where you are.
- Use a description of your aircraft instead of (or in addition to) your N-Number (White and Blue Mooney, Red and White Cessna 172) so that others will know what to look for.
- When next up with an instructor, ask the instructor to secretly observe how much time you look outside vs inside. You might be surprised.

**Kevin Dunrud** and **Tim Hieb** gave a great talk on care and feeding of your engine. Thanks, Kevin and Tim, for continuing Darrell Bolduc’s tradition of sharing your knowledge with others.

Also, congratulations to **Mike Miller**, ACAA treasurer, on his award for the pilot flying the most Young Eagle rides (86) in 2018. That’s a lot of rides, and hopefully will encourage some of those kids to pursue aviation.

A big “Thank You” to Dr. Corfman and the MnPA team for putting this event together. It’s much appreciated.

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### EAA 237 Celebrates America’s Greatest Generation

EAA Chapter 237 is hosting an event on July 5-7 to celebrate America’s Greatest Generation. They’ll have the recently restored B25, as well as the EAA B17 “Aluminum Overcast.” Highlights include:

- WWII Veterans
- B-17 Rides and Ground Tours
- B-17 and B-25 Seminars by EAA’s Chris Henry
- Warbirds and General Aviation Aircraft
- Pedal Planes/Displays/Vendors
- Food
- Plus much, much more aviation fun...

The event was originally scheduled for ANE, but the last I heard, it’s being moved to STP because of the PGA golf tournament the same weekend, and the TSA not wanting two major events in close proximity at the same time.

For the latest information, check out the EAA 237 website at:

<https://www.237.eaachapter.org/>

If there’s no link to the event from the home page, click on ‘Newsletters’ and download the latest.

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### Hangar Door Inspection/Service/Repair

Darrel Starr sends a recommendation for a hangar door repair person. His name is Jerry Becker. Since he lives in Waconia, he would like to schedule several inspections on the same trip.

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## The View From Here

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Jerry's contact information is 763-269-2120, and [beckergm57@gmail.com](mailto:beckergm57@gmail.com). I certainly need to get my doors checked out, and if you'd like to participate in a group effort to get Jerry out here, email me at [av8r00@gmail.com](mailto:av8r00@gmail.com), and I'll contact Jerry and try to set something up for later this spring.

Thanks, Darrel, for the lead.

### 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 new 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 the QR code below.



### March Meeting Minutes

The March 11 ACAA meeting was called to order at 1908 by President Michael Lawrence.

#### Airport Activity

Phil Tiedeman, airport manager, updated the attendees on airport news and plans:

- The snow, ice, and rain and resultant meltoff are causing ice to fall off of hangars, and we may see some flooding.
- The ILS outage, which has been going on for some time, is nearing resolution. The problem has been fixed, and the flight check is expected later this week. The delay was caused in part by the government shutdown, which delayed signoff.

- Planned construction this summer involves repaving taxiways, and is expected to take place from July 8 to August 24. It will be done in 4 phases:
  - Massachusetts to Indiana
  - Delaware to Alabama
  - South of Alpha
  - North of Minnesota

Letters will be sent out when plans are finalized

- Final Four plans are a scaled-down version of what was done for the Super Bowl:
  - A reservation-based slot system for IFR traffic
  - VFR and locally-based IFR traffic will not be affected
  - MAC expects about 500 aircraft total, with most (>50% at MSP and STP, with the rest at FCM and ANE with smaller numbers at the other airports.
  - Gates will be closed, with a code needed to enter
  - Tower hours will be extended to 2AM

A letter to tenants is forthcoming.

Chervl Daml noted that we need more tower personnel at busy times.

### Treasurer's Report

Treasurer Mike Miller gave the Treasurer's Report:

Checking:	\$1,211.88
Savings	4,916.61
Total	\$6,128.49

Craig Schiller and (as I recall) Michael Lawrence agreed to meet with Mike Miller to audit the books.

The November minutes as published in the Newsletter were approved, seconded, and passed by voice vote. EAA Chapter 237 president Kirk Fietland noted that the 3M PGA golf tournament is scheduled for the July 4 weekend. Also that same week is the inaugural stop for the EAA B25 that Chapter 237 members have helped restore. The aircraft is scheduled to arrive on July 1, and four flights are planned for the media and veterans. There's also the possibility of an Air Force A10 demo team. Kirk indicated that this will be a significant airport event, with food and possibly camping, running through the weekend. It will be held at the south end of the airport.

[Editor's Note: At the behest of the TSA, because of the nearby golf tournament, this event has been moved to the St. Paul Downtown airport.]

Craig Schiller advised that DAD has been canceled for this year, and plans are to hold it in 2020. Craig also said that the Flight Line Gifts store will be closing next week.

Phil Tiedeman said that Robert Dockry will be restarting hangar inspections in May.

The meeting was adjourned at 1955.

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

### WANT ADS

#### HANGAR SPACE FOR RENT

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



#### 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)

## ACAA OFFICERS AND COMMITTEES

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

### Committees & Members

#### Fire, Building Codes, and Environmental

TBD

#### Newsletter

John Krack 763-786-5876

#### Safety

TBD

#### Public Relations (Proposed)

#### Taxes

Vivian Starr 763-559-4683

John Krack 763-786-5876

#### Membership

John Krack 763-786-5876

**Commissioner:** James Deal

#### Airport Manager:

Phil Tiedeman 763-717-0001

## Discover Aviation Days

**2019 Dates:** Canceled for 2019

**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 (\*\*NEW\*\*):

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.

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