



Newsletter Anoka County Aviation Association ACAA

November, 2018

Next Meeting: **Monday, November 12, 2018 7:00 PM**
EAA 237 Building, Anoka County Airport..

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Calendar

Nov 12, 2018 (Mon)	7:00pm	ACAA Meeting EAA Building
Dec 12, 2018 (Wed)	7:00pm	RAAC Meeting MAC Office Bldg.
Dec 31, 2018 (Mon)		Newsletter Deadline Want Ads Due
Jan 14, 2018 (Mon)	7:00pm	ACAA Meeting EAA Building

RAAC Report

By John Krack

The fall Reliever Airports Advisory Council (RAAC) meeting was held on Wednesday, September 12, 7:00 PM at the MAC general office building at 6040 28th Ave. S. in Minneapolis. The winter meeting will be held on Wednesday, December 12.

Following is a brief update on the items we've been tracking:

Non-Aeronautical Revenue:

MAC has issued a Request For Qualification (RFQ) to find a contractor to look at all developable properties on the Reliever airports, and work with MAC and community stakeholders to identify the best uses for these properties. The proposal deadline was September 13, with submittals due by the end of September. MAC will evaluate the proposals and select a company by the end of the year. A report is expected in 2019, with implementation to start in 2020. It was noted that MAC is unlikely to sell properties, preferring to lease them instead.

Long Term Comprehensive Plans:

Lake Elmo: On 8/31 the FAA reported No Significant Impact from the draft Environmental Assessment Worksheet (EAW). MAC has the responsibility to rule for the State, and the Commission approved it in October, clearing the way for MAC to start planning the changes proposed in the Long Term Comprehensive Plan (LTCP).

Crystal: MAC held a public meeting on the Crystal EAW on 10/30 to summarize the LTCP proposals, outline the EAW process and solicit stakeholder input. Compared to Lake Elmo, the discussion was pretty non-controversial, with the major concern being the removal or trimming of some trees in a parcel of parkland northwest of the airport. MAC said that they would work closely with the city and the park board to minimize the impact. MAC also displayed a chart showing that the proposed increase in the 14/32 runway length from 3,267' to 3,750' was very unlikely to change the mix of aircraft that currently use the airport, but would enhance safety for all and utility for aircraft at the higher end of the design class.

Primary Reliever Airports (ANE, FCM, STP): MAC has begun the discovery phase of this project, to identify corporate aviation operational trends, including what works well, what are key factors in operators' decisions to use a particular airport. They'll be asking us for input, and as things develop, I'll be reaching out to you for comments and suggestions. I'll be attending a kickoff meeting next week and should have more information after that.

Rates & Charges: With some large capital improvement projects on the near-term horizon, MAC has started an internal dialog on how the GA airports are funded. They are trying to take a systems approach (I'm not sure at this point exactly what that means) and are looking at such things as commercial land development, rates evaluation, external grants, and how peer airports are funded.

(Continued on next page)

November Meeting

Join us at the November meeting for an update and discussion on what's going on at the airport. We'll also be holding officer elections for the coming year.

Family, friends, and members of other airport associations are cordially invited. The meeting starts at 7:00 PM on Monday, November 12, at the EAA 237 Hangar on the west side of the field. Doors open around 6:45; refreshments will be provided. Let's have a great turnout. Hope to see you there.

Around the Airport

By Philip Tiedeman, Airport Manager

With winter fast approaching, I thought it would be a good time to remind and inform you of the snow removal operations at the airport. Snow removal will be conducted on a priority basis. The active runway and its connecting taxiways will be cleared first. Remaining runways and taxiways, aircraft loading areas, fueling areas, and mutual aid access will be cleared next. Taxilanes, service roads, and all other areas will be cleared as practicable. These are merely guidelines and are subject to change based on the varying conditions. If you need access in or out of the airport during a potential snow event, let the maintenance staff know in advance and they will do their best to accommodate you. Please check NOTAMs for up-to-date field conditions and broadcast your position during non-towered operations. We are faced with the perpetual problem of aircraft, vehicles, and other non-aeronautical items being positioned to obstruct snow removal operations. If any of these items are outside your hangar, they could cause a delay in the removal of snow from your taxilane and/or your hangar.

We are wrapping up hangar inspections for this year. We have completed just over 160 inspections this year, with a few more scheduled. This has been a good opportunity for me to get out and meet the tenants and better understand what great assets we have here on the field, see the interesting aircraft projects being built, and hear the touching stories that occur right in front of us. If you have not had your hangar inspected this year and would like to, please email me and we will get your inspection scheduled. I also want to thank those of you who have already completed the inspection, your cooperation is greatly appreciated.

AWOS Update – The AWOS system maintained by MnDOT is back up and running.

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

RAAC Report

(Continued from previous page)

We've complained for years about the automatic escalators in virtually all of our fees, which have exceeded inflation for most of the last 10 years. We have also suggested that MAC dump the Sublease Fee, which was poorly structured, is difficult to enforce, and, we believe, discourages hangar owners from subleasing available space. I suggested again at the September RAAC meeting that MAC take a serious look at using more MSP-generated concession revenues for GA airport capital improvements. Chad Leque, VP of Management and Operations, responded that there are federal restrictions on how these funds can be used. We'll be asking for details at the December RAAC meeting.

Airlake Annexation: The initiative to annex the Airlake airport into Lakeville so MAC has access to sewer and water continues.

Ultralight Policy: No significant progress as of the September RAAC meeting. Tom Fitzhenry and MAC staff are trying to arrange a powered parachute demo.

"Calm Wind" Runway Designation and Communication: An issue came up at Lakeville that really applies to all non-towered airports, and that is what is the definition of "calm wind" and how should a designated calm wind runway be communicated to pilots? MAC noise abatement plans define calm wind as less than 5 knots, when many pilots were trained that "calm wind" means "no wind," and if there's any wind, they should choose a runway that best aligns with the wind. At some places, such as Lakeville, they actually broadcast the calm wind runway on the AWOS. The concern is that if we have different definitions of calm wind, and calm wind runways are designated only in local documents and not in the Chart Supplement and/or communicated in the AWOS, we may have pilots selecting different runways based on different information. Of course, the risk is somewhat mitigated by monitoring the CTAF and broadcasting our intentions and actions and looking around, but wouldn't it be better to have a common definition and communication of a calm wind runway so that all pilots could (hopefully) have the same information?

MOGAS or SWIFT Fuel at ANE: Roger Gomoll has indicated a strong desire to have MoGas or Swift Fuel available on the field. Phil Tiedeman has discussed this with Lynx, and it sounds like they are interested but there are some technical issues. Anyway, Phil says that the ball is in Lynx's court, so if you fly aircraft that would benefit from these fuels, you might want to let Mike Agee (magee@lynxfb.com) know of your interest, and that you would buy it if it were available.

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

The View From Here

By John Krack

FAA Reinstates \$500 ADS-B Out Rebate

The FAA has reopened until October 11, 2019 the \$500 rebate for installing new ADS-B out equipment in qualifying aircraft as an incentive to meet the January 1, 2020 requirement for operating within certain "rule" airspace (basically any airspace where you need a transponder today). This includes the 30nm "veil" around MSP, which includes all MAC airports. \$4.9M has been allocated for the program, which will cover up to 9,792 installations. The qualifying aircraft and equipment, and the rules for claiming the rebate, are essentially the same as for the 2016-17 offer, and can be viewed at:

<https://www.faa.gov/nextgen/equipadsb/rebate/>

In addition, aircraft parts, including avionics, are exempt from MN state sales tax, so you get another break there. Talk to your avionics shop for details.

For the budget-minded, the uAvionix SkyBeacon, which replaces an existing position light and works with your existing transponder, lists for \$1849, takes an estimated 1 hour to install, and qualifies for the FAA rebate. And it can be installed by a mechanic so you don't have to wait in a long line at the avionics shop. For details, see: <https://uavionix.com/>. Theoretically, if you get the rebate and pay a mechanic \$100 or so to install, you should be able to become ADS-B out compliant for less than \$1500. (Much better than the 5 grand or so we were looking at several years ago. Isn't modern technology and a little competition wonderful?)

You Can Now Pay Your Membership Dues Via PayPal

Thanks to Michael Lawrence and Mike Miller, you can now pay your membership dues via PayPal. No more need to mail a form with a check.

Log into PayPal and send payment to treasureracao@gmail.com.

For renewals, if we have your email address, I will send you a reminder email that includes the profile information we have on file. Copy and paste that information in the PayPal "Add a Note" section, and make any changes as necessary.

For new members, and those working from a hard copy, make sure to include your name, email address, postal address, phone, and whether an email-only copy of the Newsletter is OK.

Otherwise, you can still mail the form with a check.

We hope this makes life a bit easier.

Flight Line/Golden Wings Partnership

Flight Line Enterprise has partnered with the Golden Wings Museum to host events for groups of up to 315 people at the Anoka County Airport. Flight Line will work with the group to customize the layout and caterer service, and Golden Wings will provide the facility. So here's a unique opportunity to host weddings, holiday parties, anniversaries, and other events in a one-of-a-kind venue that everyone can appreciate. See the ad on Page 4 and click on the link below for more information:

<http://www.flightlineltd.com/GW-Events.htm>

Help Save an Aviation Store

Following is an appeal from Craig Schiller, owner of Flight Line Gifts, to help with near-term expenses to keep the store open, and expanded advertising to help it grow. Craig has set up a GoFundMe account to raise funds to accomplish these objectives, and the following narrative is from his GoFundMe page.

The link to the Flight Line Gifts GoFundMe page is:

<https://www.gofundme.com/help-save-an-aviation-store>

Check it out, and help keep this unique shop open.

Help Save an Aviation Store

In April of 2017 we opened this aviation retail store "Flight Line Gifts" here in Blaine Minnesota. As the owner, I've had a passion for aviation since I was a teenager and have worked in the industry for the past 25 years. This is my 1st role as a business owner. I strongly believe there is a need for our retail services. As far as we know, we are the only all aviation retail store in this region. We sell Models. Prints. Books. Clothing. Pilot Supplies. Décor. Rare Collectables. Toys and more. About 20% of our inventory comes from enthusiasts selling their unique items on consignment. By doing this, we get to provide many one-of-a-kind items for in-store and on-line customers.

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The View From Here

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Why We Need Your Help

Though our current customer reviews are very positive, we are in grave need of funds to reach out to more people and cover expenses. We have exhausted our initial investment and are now seeking funds to increase awareness of our business through more advertising. In order for us to stay in business, we really need to increase our traffic by informing more people of who we are, and what we sell. We are also in need of funds to pay owed expenses and purchase some new inventory. Besides having unique items, we also provide a service. We sell pilots supplies such as flight charts, training manuals, head-sets and more. We received a call from person in desperate need of a WWII Army Air Corp uniform for his uncle's funeral. It was a last request and he needed it in 3 days. We had one in his design and size, and shipped out in time for the service. So... we are reaching out to you, the aviation enthusiasts or brick-&-mortar retail supporter, asking for your help to keep our aviation business airborne!

Thank you very much for your generosity!

Your generous financial support is greatly appreciated, and will be put to very good use to keep this unique retail store in flight and on course for the community.

Craig Schiller
Owner / Flight Line Gifts
www.FlightLineGifts.com

-> -> -> PLEASE SHARE OUR STORY! <- <- <-

<https://www.gofundme.com/help-save-an-aviation-store>

An Aid to Learning/Practicing Instrument Flying

As I noted in the September issue, I'm trying after 19 years to re-establish IFR proficiency. Although I have a great instructor, I'm still finding it a much bigger challenge than I expected – partly because I've forgotten a lot of stuff; partly because I've gotten a bit sloppy over the years – not dangerously so, just not as disciplined as you need for IFR; partly because things have become more complicated, largely due to all the routing and approach variations available with GPS; and partly because of the steep learning curve on the Garmin GTN650 I had installed last spring. These new boxes are pretty slick, but like any tool you need to learn how to use them properly, and trying to learn what services the box offers, and what buttons to push when, and how to recover from pushing the wrong one, while trying to precisely fly an airplane under the hood, is a major challenge (at least for me). And I haven't even gotten to the part yet about interfacing with ATC!

Anyhow, I've found a partial solution that promises to help me learn this stuff, and I can work on it all winter at home. I tell this story because others might be interested, and there may be similar solutions out there for other than Garmin boxes and other PC simulators.

To start, I dusted off an old copy of Microsoft Flight Simulator X (FSX) from 2006 (Windows XP timeframe) that I had lying around, and installed it on my PC under Windows 7, and it ran! So I hooked up the CH Products flight yoke and rudder pedals that I bought years ago, and they worked too. So I pulled up a Mooney Bravo (FSX doesn't have an M20C, and I couldn't find an add-on), set it up at ANE, and was able to take off and practice flying the airplane on instruments. It's fairly realistic, and is good for practicing instrument scan, power settings, climbs, turns, descents, situational awareness, etc. It was also good for old-style approaches (ILS, VOR, NDB), but, alas, no GPS, which is what I really needed.

Garmin has free GTN trainers for tablets and PCs, and they are good for learning how to interface with the device, but it's not the same as "flying" one to learn how it behaves during flight, and

transitioning across the various phases of flight (departure, enroute, arrival, approach). A few Internet searches turned up a \$50 program that interfaces the Garmin PC simulator to FSX, and it behaves just like the real thing. I can program a flight plan with an approach, and it drives the HSI, prompts direction changes, shows my course and position on the moving map, and provides GPS advisory glidepath information on approaches. It is displayed in a moveable and resizable popup window (not fixed to the panel, so it doesn't follow pitch changes) but for IFR practice and equipment familiarization, it works great. Now all we need is for it to connect with Garmin Pilot or ForeFlight on a tablet, and we'll really be in business.

The web link is <http://www.reality-xp.com> and the interface works with Prepar3D, with a separate version for X-Plane and separate versions for the GTN750. I think you can also get it at www.flight1.com.

Anyway, I was impressed, and if you have need for a similar setup, check it out. You can't log the time, but it helps to practice.

Officer Elections in November

It's that time of year again – officer elections for next year. We'll be electing a President, Vice President, Secretary, and Treasurer. If you're interested in getting more involved in the organization, let one of the current officers know (list on Page 5), or show up at the meeting and throw your hat in the ring.

Learning Jet Seeking Volunteers to Help Teach

The Learning Jet project at STP, operated by the Minnesota Association of Women in Aviation, is seeking volunteers to help teach aviation-related classes to students in their program. If interested, contact mnawaviation@gmail.com.

For more information on the Learning Jet, check out

www.mnawa.org

Newsletter Input Solicited

I'd like to bring more variety to the content, so if you have any interesting stories, experiences, or tips to share, please send them along.

Email Distribution

If you are receiving this via email and would like to discontinue your paper copy (and haven't notified me already), please send an email to aneairport@gmail.com indicating that you're OK with email only.

If you're not getting an electronic copy and would like to do so, please so indicate with an email to the above address, include your name as printed on your address label, and also indicate whether you'd like to discontinue your paper copy

September Meeting

The September meeting was the annual picnic, co-sponsored by the MAC and ACAA. The weather was beautiful, the food was great, and the event was well-attended. Thanks to Kelly Gerads and Phil Tiedeman for taking on the cooking duties this year, and to all who helped with the organization. And a special thanks to MAC for covering the food cost.

The appreciation awards this year were given to Dick and Randy Cross, who ran the Cirrus FBO for many years before being acquired by Lynx in 2017. Cirrus was truly a fixture at the airport, and served the airport community well. Congrats to Dick and Randy, and we hope you're enjoying your retirement.

There was no business meeting in September, hence no minutes.

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

ELECTRIC TUG FOR SALE

Six-year old Robotow. Excellent condition. New price \$1445. asking \$600.

Contact warren.s.watson@gmail.com

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

website: www.aircraft-marine.com



Flight Line Gifts

15% Off Coupon

Pilot Supplies - Books

Prints - Toys - Models

Clothing - Collectables

*Does Not Include
Consignment Items*

Good For All

ACAA Members

763-784-6400 / www.FlightLineGifts.com

Book Your Event at Golden Wings



Flight Line Enterprise and Golden Wings Museum have teamed up to host events at the Anoka County Airport in Blaine. We have enough equipment and unique hangar space to host groups up to 315 guests. Groups will have the ability to design their own layout and bring in a caterer of their choice.

Flight Line Enterprise

763-784-6400

Sales@FlightLineLTD.com

www.flightlineltd.com/GW-Events.htm

**Flight
Line** Event
Planning

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: June 1 – 2, 2019

Website: www.DiscoverAviationDays.org

Email: Info@DiscoverAviationDays.org

Phone: 763-568-6072

Planning Team:

Craig Schiller Flight Line Enterprise

Email: cschiller@flightlineltd.com

Craig Hass AWAM

Email: dlhass@comcast.net

Mark Bakko Flywell Flying Club

Email: mark.bakko@gmail.com

Michael Lawrence ACAA

Email: michael.lawrence.ane@gmail.com

ANOKA COUNTY AVIATION ASSOCIATION

The ACAA is an association of hangar owners, hangar renters, FBO owners, pilots, flight instructors, commercial operators, and anyone else with an interest in the future direction of the Anoka County Airport. Our mission is to actively promote a variety of interests and activities relating to the Anoka County Airport operation including:

- Safety
- Airport improvements
- Hangar use, lease contracts, and building/fire codes
- Relations with MAC, MnDOT, and adjoining communities
- Business and commercial interests
- Recreational Aviation
- Any other areas of interest to the membership

To get results, we need your support.

To join, either:

Attend the next meeting at the EAA Building, just north of the Golden Wings Museum facility. See the calendar on page 1 for the date and time of the next meeting.

Or:

Fill out the membership form on the back page, and send it with \$15 for one year, \$27 for two years or \$35 for three years to the address indicated on the form.

Or (**NEW**):

Pay via **PayPal** to treasureracaa@gmail.com. Include your name, email address, postal address, phone, and whether an email-only copy is OK in the "Add a Note" section.

NEWSLETTER ARTICLES REQUESTED

Please send newsletter articles to:

John Krack
7629 Lakeside Rd. NE
Fridley, MN 55432
(h) 763-786-5876
Email: av8r00@gmail.com

Articles may be typewritten, handwritten or on disk in Microsoft Word format or text file. See the calendar on page 1 for next newsletter deadline.

Newsletter Want-AD Service

As a benefit to members, a free want-ad service is available. Rules are:

1. Ads must be received by the date indicated in the calendar notes to be guaranteed to appear in the next newsletter.
2. Anyone or any business may submit an ad.
3. There is no charge for paid-up members.
4. Graphical images are OK if in a standard computer image file format (.gif, .jpg, .bmp, etc.). Hard-copy images are also acceptable.
5. Send ads to the Snail Mail or Email address shown above.
6. Want Ads will run for 3 issues, unless canceled early or renewed to run longer.

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.

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: _____