



Newsletter
Anoka County Aviation Association
ACAA

November, 2019

Next Meeting: **Monday, November 11, 2019 7:00 PM**
 EAA 237 Building, Anoka County Airport.

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Calendar

November 11, 2019 (Mon)	7:00pm	ACAA Meeting EAA Building
December 10, 2019 (Tue)	7:00pm	RAAC Meeting MAC Office Bldg.
December 30, 2019 (Mon)		Newsletter Deadline Want Ads Due
January 13, 2019 (Mon)	7:00pm	ACAA Meeting EAA Building

From the Tower

By Neil Otey, ANE Tower Chief

Hello All.....from the guys in the tower.

Just a few seasonal reminders...

The MAC ground crews are adding a new, experienced, ground crew guy from Crystal soon!! This will be a great addition for Trini and the boys and airport snow moving operations this winter. Our MAC guys are great. Please remember they have specific priorities for keeping the airport open.

In an effort to keep the airport in top condition, we frequently need to change runways to allow for uninterrupted snow removal. Your patience is appreciated.

Brush up on your "Runway Condition Codes" The frozen stuff is coming soon!

As always, be alert for rapidly changing runway/taxiway conditions. If you aren't sure...Ask.

The ANE Runway Safety Action Team's top priority is to reduce runway crossings. Advance notification to LYNX for fuel deliveries is extremely beneficial. Even a two hour "window" of your plans can be a great help. Combining several deliveries with each trip across the field is good for us all. Now that we have a new south perimeter road, Lynx has graciously agreed to have their fuel trucks "go around" to the East side hangers whenever asked, to further reduce runway 18 crossings.

Upcoming gate code changes are designed to restrict access to the field by unauthorized or lost drivers.

If you have guests or contractors coming to your hanger, make sure they know exactly how to get there safely. If you or they are unsure...please arrange to escort them.

You've heard it before...If you "see something", "say something"! unauthorized vehicles...FOD...Wildlife..."No Gear", etc. We are all in this together!

Play safe, fly high, and have a great winter!

From your tower team.... Dave Burton, Dave Ramsey, Mike Charmoli, Mark Johnson and Wayne Vallevand,

Neil Otey
ANE ATM

Around the Airport

By Phil Tiedeman, ANE Airport Manager

Winter is about to arrive and transition from just forecasted conditions to actual conditions. That means that we should all consider a little extra prep work as we go about our travels. We ask that you call the maintenance staff cell phone (612-919-5065) if you are traveling during a winter snow event to advise them of your preferred arrival and departure times. We will do our best to help get you in or out. However, we will not always be able to accommodate your requests. Our top priorities are keeping the runway open, associated taxiways, emergency access, and fueling

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November Meeting – Airport Stuff plus Elections

The November meeting will feature a discussion of what's going on at the airport, plus 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 11, 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.

From the Director's Chair

By Joe Harris, Reliever Airports Director

I just got back from the NBAA-BACE conference. It was great to see so many Reliever Airports users in Las Vegas. LYNX FBO network was an exhibitor. The LYNX FBO network, founded in 2016, has grown to eight locations in the U.S. I had the opportunity to speak with their leadership team about its services and performance at Anoka County-Blaine Airport. I mentioned that I am thoroughly impressed with Bryan Orr, the new general manager. I am really excited that he has already started to build relationships with the users and invest his time into our airport community.

I left the conference inspired about the future of general aviation. The new technology developments and innovation trends in the industry are so amazing. We want our airports to reflect and drive the future of aviation. We will continue to forward-look as the industry goes through a paradigm shift.

I am very pleased to announce that our ANE team is growing. The MAC's executive team approved our request to hire an additional FTE airfield maintenance worker. I cannot thank the leadership team enough for supporting this additional position to enhance our services to meet the on-demand schedule of our customers. Loren Kremer, a long-time MAC employee with years of airfield operations experience at MSP and Crystal, will be joining Trini, Mark and Bill in early-November. Please welcome Loren to our airport and make sure to stop by the shop to introduce yourselves.

Please drop me a line if I can do anything for you. I would love to hear from you. I can be reached via email at joe.harris@mspmac.org, or phone at 612-726-8135. I do not mind visiting you at your hangar even as winter approaches. I look forward to sharing with you the excitement within MAC's system of airports.

My best,
Joe

Around the Airport

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operations. Other areas will be addressed as practicable.

To improve snow clearing, we have a new member of the maintenance crew that started November 4th. Loren transferred from the Crystal Airport to work here full time. He has helped at the airport in the past so if you see him around, please give him a warm welcome.

We also had a new loader recently delivered to the airport. This is a replacement of an older loader that was showing its age from years of service. This new loader should make our operations more efficient by reducing maintenance expenses and equipment downtime.

We are also asking tenants to think about their neighbors when parking at the hangar. If you are planning on going flying, please move your vehicle into the hangar. If you cannot park in the hangar, please try to park as close to the hangar as able to allow aircraft to pass by without becoming too much of an obstruction. We also want you to take a moment to remove unnecessary items from outside or in between your hangars. This could add to snow or water issues throughout the winter or in the spring. We also had several culverts cleaned to help improve drainage.

The MAC is also working with AOPA, FAA, and AAAE on improving airport charting and ramp transparency. Pilots want to know where GA aircraft can park and labeling should be standard across the various publications. Several MAC airports will have their charts updated in December. Others like the Anoka County-Blaine Airport and the Crystal Airport will most likely submit revisions in 2020.

In addition to the flyers previously posted at the gates, new directory signs will be installed at the various locations around the airport to help direct tenants and patrons around the airport and identify which hangar area they are in. The airport has also been making efforts to clean up mapping issues with various agencies, companies and apps. Whether it is working with the city and county on identifying public drive areas or trying to eliminate movement areas from navigation apps. We have even contacted several prominent ride-share companies in the area to restrict routing across runways and taxiways. This is a continuous endeavor as each takes considerable effort and time to reach the correct individuals to implement the changes.

I also understand that several tenants did not receive the most recent notifications. Please update and submit any changes to your contact information (i.e. mailing address, phone numbers, or emails addresses) to Kelly Ubel at Kelly.Ubel@mspmac.org / 612-467-0522 or to me.

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

RAAC Report

By John Krack

The winter Reliever Airports Advisory Council meeting is at 7pm on Tuesday, December 10 at the MAC general office building at 6040 28th Avenue S. in Minneapolis. This is a public meeting – all are welcome.

The fall RAAC meeting was held on Wednesday, September 11. It was a pleasant surprise to see two MAC commissioners (Rodney Skoog and Richard Ginsburg) and CEO Brian Ryks in attendance. This is a positive indication of their interest in the reliever airports. Following is an update on the items we're tracking:

Non-Aeronautical Development: As previously reported, MAC has hired a consultant company, JLL, to help develop a strategy/plan for leveraging reliever airport land not suitable for aeronautical purposes. An overview of the resources is almost complete, and a draft report should be available for staff review soon, with the next step to put together a plan. They're looking at parcels on all relievers except STP (not much there to develop), and are working with FAA to get land releases on the target parcels, allowing them to be used for non-aeronautical purposes.

There's some interest in developing 30 acres on the north side of Airlake, and parcels on the NE side of Lake Elmo, on the N side of Crystal, and several at Flying Cloud. A successful effort would bring in additional revenue to help support the reliever airports.

Primary Reliever Visioning Study: As we've previously reported, MAC has embarked on a comprehensive "Visioning Study" of the three Primary reliever airports – ANE, STP, and FCM. The objective of the study is to better understand how these airports work together as a system, and to update knowledge of business/corporate aviation traffic operational trends among the MAC airports.

Phase 1 of the study, the Discovery Phase, is nearly complete, and Phase 2 (refine Phase 1 influential factors, develop future business aviation activity outlook, and envision future facilities needs) will soon begin, running through 2Q 2020.

Phase 1 involved interviewing, directly or via questionnaire, a variety of stakeholders in the business aviation community (corporate, fractional, trade groups, and itinerant pilots), and comparing business aviation use of the MAC system with three similar systems in the country – Boston, Phoenix, and Denver. The objective was to understand what influences the decision to use a particular airport, and how the MAC system compares with its peers. This information will be used to identify the future business/commercial needs of the MAC airports as a system, resulting in individual Long Term Comprehensive Plans for ANE, FCM, and STP. Several interesting findings from the study so far are:

- The highest percent of business aircraft operations in the four systems studied (July-September 2018) is from a reliever airport
- In the MAC system, FCM had 36% of operations, with STP and MSP at 37% and ANE at 10%
- Operations in the MAC system are more evenly distributed than in the other systems studied.
- The most important factor is time/distance to the target destination from the airport.
- ANE is the only airport, including MSP, to reach the Minneapolis central business district within 30 minutes in rush hour traffic.
- Fuel cost and fees were important to itinerant pilots, lesser so for corporate and fractional operators
- Aircraft deicing capability is important.
- Weather reporting accuracy, runway condition reporting, and instrument approaches were important factors.
- Availability of commercial airline service from the destination airport was relatively unimportant.

We look forward to the next step in this process, and how this information will be used to develop a list of reliever airport needs.

Reliever Airport Ultralight Policy: Mike Wilson reported that they're still working with FAA on an ultralight policy at LVN. He said that there may not be a safe way to do it.

Fuel at Crystal: Thunderbird has decided to discontinue operating as a full-service FBO (they'll focus on flight training and maintenance), so they'll no longer be selling fuel. MAC has stepped up to install a self-service fuel station.

Lake Elmo: Construction on the Lake Elmo improvements per the LTCP has begun.

The View From Here

By John Krack

Gate Security

You're probably aware by now that entry via Gates A and B, has changed, as has the access code for Gate E, effective November 4th. Gate B requires an entry code 24/7, and Gate A (the south gate on the west side) requires an entry code between 6pm and 5am. Gate A opens automatically between 6am and 5pm, and both A and B open automatically on exit 24/7. Gate E continues to be

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The View From Here

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secured for both entry and exit 24/7.

The new codes were sent via letter and email to MAC tenants of record, and I sent an email to ACAA members. Phil has requested that I not publish the codes because MAC wants to restrict their dissemination to people who have a purpose on the airport, and we can't control who all sees the Newsletter. So, if you don't know the code, call Phil at 432-556-9009 to get it. And you are asked to exercise discretion in giving the code to others. (Please don't post it on social media.)

The reasons for implementing the codes are to provide a level of additional security for the airport, and to address a problem with unauthorized vehicles operating on airport movement areas, posing a danger to themselves and to aircraft.

I asked Phil about organizations that hold evening meetings, and he said that upon request, he will ask the electricians to program Gate B to delay the lockdown on the day of the meeting. He needs at least two days' notice to get the request in, and it will be honored on a workload-permitting basis. I asked him to do this for our November 11th meeting. Unfortunately, they can't program a schedule for, say, the next six months, and have the gate behave accordingly. They have to do each change manually on an individual basis. You can call Phil, or email him at philip.tiedeman@mspmac.org.

If you encounter problems with this new system, please report them to Phil.

Problem/Issue/Concern Reporting

Background: The Reliever Airports Advisory Council (RAAC) is a MAC-commissioned advisory group consisting of a representative from each reliever airport, the Director of Reliever Airports, and a representative from the Commission board. I represent ANE, and currently chair the Council. One of our major functions is to act as a liaison between the reliever airport user communities and the MAC staff. At our quarterly meetings we get updates from MAC on various issues and projects that we're tracking, and report any feedback we've received from the airport users. I and the other RAAC reps then communicate updates through newsletters (in my case), email, social media, etc. to speed up and improve the "user to MAC" communications, we want to formalize the process of addressing concerns, problems, complaints, etc. Some of you have been doing this already, and I want everyone to know whom to "go to" when they have something to say.

Start with your airport manager. Most problems and questions can be addressed between the user and the respective airport manager, which is Phil Tiedeman for ANE and Crystal. (Phil's contact information is inside the back page of this newsletter). For issues that are not getting resolved, or for things with longer-term solutions (such as capital appropriations or construction), let your RAAC rep (me for ANE) know and we'll put them on a tracking list and request periodic updates from MAC. In addition, the RAAC reps plan to meet periodically with their respective airport managers to exchange information. This way, we hope to improve the communication between MAC and the user community, to address problems/issues/concerns more quickly and effectively, and to keep people informed of progress.

Updated Noise Abatement Plan

MAC has updated the ANE Noise Abatement Plan. You can see the current version at

<https://www.macnoise.com/pilots/anoka-county-blaine-airport-ane-pilots>

The major changes are:

- Right-hand patterns for runways 18 and 27
- The calm wind runway is 27

Note that these procedures apply when the tower is closed. When open, the tower controllers will identify the runway(s) and pattern directions to be used.

It is also suggested in the pilot guide (see above link) that pre-departure runups be done at the intersection of taxiways B and E to minimize noise at the houses at the departure end of 27. This has sparked some concern about this becoming a bottleneck when the airport is busy. I discussed this with Phil Tiedeman, and he emphasized that this is a recommendation, and pilot discretion (and tower guidance) should be used. If things are busy, use the normal runup pad. (I would think that this would be most beneficial at night, when the tower is closed and traffic is low and neighbors are more sensitive to noise.)

The overriding guidance regarding the noise abatement plan is that it is advisory, with the objective of being good neighbors, and should be honored when feasible. Pilot discretion and safe operation is paramount.

We'll try to get Jennifer Lewis from the MAC noise department to review the plan with us at the January or March meeting.

New Airport Manager

Joe Harris' promotion to Reliever Airports Director opened up a manager slot. I've been advised that a new manager has been selected and will start soon, but I don't have a name. The new manager will cover FCM and LVN, while Mike Wilson moves to STP and 21D. Phil will continue as manager for ANE and MIC.

Elections

We'll hold our annual officer elections for President, Vice President, Secretary, and Treasurer at the November meeting. If you're interested in getting more involved in the Association, contact one of the officers, or attend the meeting and throw your hat in the ring.

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 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.

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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.



September Meeting Minutes

Due to the picnic, there was no business meeting in September

Respectfully submitted by John Krack, Secretary, ACAA.

WANT ADS

FOR SALE

4-gallon case of Phillips Anti-Rust aircraft oil \$100.
John Krack – 763-786-5876 or av8r00@gmail.com.
I can bring to the meeting on the 11th.

HANGAR SPACE FOR RENT

South facing tee hangar with recently rebuilt 40 ft. hi-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

website: www.aircraft-marine.com



the battery/generator position, you have automatic load shed of the secondary bus. When DC power is switched to the battery-only position, you re-energize the secondary bus, which provides power for many systems, including the speed brake, landing gear position indicators, and, on some aircraft, the radios.

My direct flight home took me through Saint Paul class D airspace, which required communication with Saint Paul tower, and I also had to pick up ATIS and talk to tower at my home airport (for these reasons, I chose to leave DC power on in the battery-only position). Other than the battery fail light, the flight back to my home airport was uneventful. Upon reaching my home airport, I entered the standard break to land. I reduced power to 20 inches manifold pressure, banked 60° and deployed the speed brake. Immediately there was thick billowing smoke filling the cockpit. I opened the canopy to clear the smoke and announced "I have smoke in the cockpit" to the tower. Right away I knew I had a serious problem, but feeling that I was too low to bail out, I elected to continue the turn to get the plane on the ground ASAP. I had to hold my face up to the slipstream on the right side of the canopy to keep forward visibility and avoid breathing in the smoke. In short order, I was also being sprayed with a fluid, which at the time I thought was fuel. The spray was very heavy and was even getting up inside the visor of my helmet. At level altitude and reaching abeam the runway threshold I dropped the gear and flaps. That's when the fire started

The fire was ferocious and first came up between the left sidewall and the left side of my seat bucket. It was like an intense blowtorch. Soon, the fire was coming up between my legs and reached above the height of my face. I held the stick to fly the airplane and I continued the circle towards the threshold of the runway. Next, it was going up my face shield and burning my face. At very short final I realized I could not continue the flare and landing. I felt I was burning alive and needed to do a controlled crash and get out of the aircraft. At about 100 feet AGL I was veering left of course and I saw the threshold of the runway in my peripheral vision. At this point I was losing my ability to see, so I decided to push the stick forward and drive the plane home. I do remember I had some intuition that I would somehow survive the crash. I don't remember retarding the throttle and I don't remember the exact point of impact.

I remember waking up to the sound of silence, but I don't remember exiting the cockpit. An eyewitness to the crash confirmed that I did get myself out of the cockpit. This eyewitness was driving by on a nearby highway and told me he pulled over and dialed 911. Then he looked up and said that he saw a man on the ground just outside the cockpit kicking his feet trying to put out the fire on his legs and shoes. I do remember lying on the ground kicking my feet and trying to roll over because the sheepskin liner on my parachute was also burning. This gentleman, along with another good Samaritan, who was also driving by on the nearby highway, slipped through the airport security fence and ran about 500 feet to my rescue. These two men along with a lineman from the local FBO, who also arrived on the scene, pulled me away from the burning aircraft wreckage. The wing had separated from the fuselage, so when I stepped out of the cockpit I fell to the ground and broke my left forearm in a compound fracture. I had collapsed about 5 feet from the fuselage, but was conscious. I asked one of these eyewitnesses if he had to, could he have pulled me from the cockpit. He stated, "no, it was already too engulfed in flames by the time we arrived". Immediately after they pulled me a short distance there was a huge explosion, which I am told was the left-wing fuel tank. Again, they had to pull me further away from the aircraft. The lineman told me, "there was shrapnel and fire from the explosion and the area where you were previously lying moments before was now engulfed in flames".

At this point I was going into shock. They tell me I asked for water and I told them my arm hurt. I was able to give them my wife's name and phone number, and that's the last thing I remember for two months. I was airlifted to the Minneapolis Hennepin County Medical Center where they treated me for 2nd degree and 3rd degree burns over 40% of my body, and some 4th degree burns on my right hand and leg.

As for my medical treatments, they kept me in intensive care in a drug-induced coma for two months while they did 20 skin graft surgeries and numerous other procedures and also stabilized the compound fractures in my left arm. Early on

Fire in the Cockpit

By Chuck Cook

[Editor's Note: At the September picnic, Chuck Cook introduced himself to me and handed me a paper he had written describing the tragic and near-fatal crash of his T-28 in August, 2018 after developing smoke and then fire in the cockpit while trying to land at ANE. The story made the local news, and through a miraculous series of events, he survived. Chuck Datko gave us updates on Mr. Cook's condition at several ACAA meetings last fall, so we knew he had survived, but had no idea of the extent of his recovery. Frankly, I was awestruck to meet him and see how far he had come. Reading his story brought tears to my eyes. If you believe in miracles (which I do), Chuck is a living example. Though he still has much work ahead, his experience is a testament to perseverance, a positive attitude, and the support of loving friends and family, and an inspiration to us all. Thank you, Chuck, for the opportunity to share your story with your fellow pilots.]



This is the story of my inflight fire in the cockpit and crash landing of my T-28, which occurred on August 23, 2018. It is also my story of survival, which began on that day. I write this story to share what happened to me and to share some afterthoughts in an effort to encourage other pilots to be prepared for such emergencies and possibly prevent such a tragedy from happening to them.

On that day, it was a beautiful VFR weather and I was right where I like to be, in a formation flight with my buddies enroute to a formation flyover event. About 15 minutes into the flight, the generator fail light came on, so I decided to separate from the formation and return to my home airport. After turning the aircraft toward home, I sensed a slight smell of something burning. I radioed my flight lead and asked if there were fires burning out west and he replied yes. (In the Minneapolis area with prevailing westerly winds it is not uncommon to smell the smoke and see haze in the air from fires occurring in California or Canada.) The smell was slight and soon dissipated, so I did not give it much further thought. I switched DC power from battery/generator to battery only.

In this aircraft when you have a generator failure and the DC power switch is in

my survival was very questionable and I spent a total of four months in the hospital. As of this writing, it has been just over one year since the date of my accident and I have been in rehabilitation therapy now for 10 months. I am told I will have this therapy for at least another year. This level of burn damage has many implications. I had to learn how to walk again starting with a walker and I am now getting some limited use of my left hand. My right hand suffered significant burns and doctors had to amputate one half inch off of each finger of this hand and to date it has almost no function. I also suffered severe burns to my face, which now has permanent disfigurement. At this point it looks like I will have an additional 10 or more surgeries. In the end, I am thankful for surviving and for the many functions I do have. I am also thankful for the many people responsible for saving my life. This includes among others, all of the many first responders and also the extensive medical team at Hennepin County Medical Center. I have also been blessed with an extraordinary support system. My wife, my family and my many friends have been here for me and have helped me with my many needs without fail. I attribute my ability to maintain a good spirit and my motivation in my ongoing recovery process to this extensive, loving support group.

Regarding the nature or source of the smoke and fire, we may never know. Upon impact, the airplane broke apart and the fuselage from the engine firewall to the rear bulkhead of the rear cockpit burned in its entirety, leaving nothing more than a pile of ash and rubble on the ground. In examining the wreckage, we found the engine firewall and the engine accessory inspection door. Neither of these showed any indication of fire penetration. Additionally, the accessory section of the engine, including the engine driven fuel pump and the engine driven hydraulic pump, showed no indication of any mechanical failure or fire damage. This leads me to believe that the fire was not generated from the engine compartment. Without any remains of the cockpit portion of the fuselage it's not possible to determine the exact nature of what failed. Another piece of information that I do have pertains to my flight suit and helmet. Both of these were returned to my family after the accident and both are saturated with an oily substance and smell of petroleum. A swatch from my flight suit has been sent to the NTSB and is being tested to determine the exact content of the oily substance.

My speculation is the fire was generated under the cockpit floorboard and was fueled by hydraulic fluid under high-pressure. When the airplane is in a clean configuration, the hydraulic system is in a bypass mode and there is no hydraulic pressure. When I dropped the speed break the hydraulic system was pressurized which likely when the hydraulic line failed. This is the point when the smoke in the cockpit occurred. The smoke was white, which I am told is oil based, not fuel-based which produces black smoke. I further speculate that when I drop the gear something ignited the spray of hydraulic fluid. The way the fire was coming into the cockpit, I believe it burned through the floorboard below the pilot seat. It is unknown whether the generator fail and the momentary smell of something burning were related to the smoke and fire in the cockpit. But it certainly is very suspicious.

As far as safety takeaways for other Warbird pilots I have several suggestions, as well as some food for thought. Please keep in mind my suggestions are from my perspective and experience of the fast onset of a very severe fire in the cockpit.

- Read your aircraft manuals. Study your aircraft's emergency procedures, know your checklists, keep them in your aircraft, and if possible follow them in an emergency. They *can* save your life. The consequences of not following published emergency procedures can be life altering (or worse).
- Personal Safety Gear. Wear a Nomex flight suit and gloves. I regret to say my gloves were in a bag on the floor and I had no time to reach for them. Initially, I thought the flames traveled up my pant legs and arm sleeves. But after discussion with a burn nurse at the hospital, I learned that I likely experienced thermal burns from the intense heat penetrating the flight suit. The flames did not penetrate the flight suit but the heat certainly did. I wish I had worn full-length clothing under my flight suit, even though it might be hot and uncomfortable. Instead, I was wearing shorts and a tee shirt under my flight suit -- my burns extended from the middle of my thighs down to my toes and from the middle of my biceps all the way down my arms and hands. I also wish I had been wearing Nomex boots as the ankle-high leather work shoes I was wearing did *not* work out very well. My ankles were burned severely and the intense fire burnt the shoelaces and stitching out of my right shoe and it opened up, and my right foot suffered severe burns.
- Your shoulder harness should be tight and locked. There won't be time to consider this in a catastrophic fire emergency. Also, consider a good sheepskin padding for the straps of your shoulder harness. I believe this extra padding helped me considerably during my forward impact. My aircraft went from 100 knots to full stop in about 20 feet. I remember telling a friend that I was surprised I didn't have any significant injuries from the forward impact. My wife overheard this statement and corrected me. While I did not have internal injuries, she said my "torso in its entirety was black and blue."

- Install a quick release in the COM line of your helmet. Again, I don't remember getting out of the aircraft, but I am sure I would not have thought or had the ability to unplug the COM lines. I am sure glad I had the quick release.
- Practice getting out of the aircraft I'm a ground with the parachute attached. I often practiced getting out of my cockpit with my parachute attached. Stepping up into the seat bucket with the parachute attached and staying out of the slipstream is harder than one realizes. I attribute my instinctual ability to get out of the burning cockpit with severe burns and compromised vision to my previous practice.

My closing comments are about complacency vs. being prepared. I know that many of my suggestions may seem obvious to any responsible pilot. While I considered myself a responsible pilot, *I was complacent, I was not well prepared, and I failed to do what may seem obvious to you.* When an emergency such as smoke in the cockpit or inflight fire occurs, it can be a moment of pure terror, and while I continued to fly the aircraft as best I could, I was not prepared for such an event. In my event with a very fast onset of a ferocious fire while in a steep bank of a circle to land and low to the ground, it was too late to consider much in the way of preparations or emergency procedures. I was literally in survival mode. I did not even announce fire to the tower and neither the tower controllers nor the eyewitnesses could see the fire in the cockpit from their respective views. If you suspect the possibility of an in-flight fire, take what precautions you can and also prepare your mindset as to what you're going to do if a fire should break out. I offer these thoughts so that others can have the opportunity to be best prepared.

With the benefit of 2020 hindsight I will tell you what I should have done differently.

- I should have worn all of the Fire Protection gear I listed above. Unfortunately, I have nothing to offer in terms of face protection. While the protective gear I suggested would have reduced the level of burns that I suffered, when you have the fast onset of a ferocious fire in the cockpit you still have to put the fire out or exit the cockpit ASAP.
- At the very first indication of the smell of something burning I should have turned off the DC power.
- If you suspect this possibility of fire in the cockpit, climb to a bailout altitude so you can exit the aircraft quickly if necessary. [If you're wearing a parachute – Ed.]
- At the time of smoke and fire in the cockpit I should have moved the engine mixture to cut off. In my case this would have stopped the engine driven hydraulic pump from feeding the fire.

Obviously, I did not prepare my mindset for this event. I just never suspected that what started as a generator fail could result in the fast onset of a ferocious fire that I experienced.

I will make this comment about the North American T-28: it is a very robust airframe and will absorb a lot of impact. While the airframe broke apart, the cockpit section did not collapse or trap me inside. I was able to climb out despite this devastating crash. One additional first responder who showed up on site immediately after the crash happened to be my advanced flight instructor for the past 26 years. He stated he "saw the cockpit portion of the fuselage sitting upright on its belly, fully intact, canopy open and engulfed in flames." He also stated "it was a good thing I had opened the canopy before the crash or in my condition I likely would not have been able to get out and would not have survived the post-crash fire."

I invited two different friends to ride along on this formation flight. I am sure glad they were not available, as I doubt a passenger would have survived.

This story is not just about fire in the cockpit and a horrific crash landing. It is also about survival and healing and recovery. I can also say, in looking back after one year, that for me it also includes the extensive support from family and my many friends. This support has provided me with the hope I needed during my recovery. This experience has also given me an extreme appreciation for every joy of every day.

Thank you for letting me share my story.

I sincerely hope you can find something useful and I wish everyone safe flying.

Charles S. Cook

Following are some pictures of the crash:



Here you will see I veered off course and barely made it over the nearby highway.



Note here how the tail section broke free from the main section of the fuselage and is facing opposite the direction of landing.



Judging from the way the airplane came apart, it was obviously a very violent crash and I guess I drilled it in harder than necessary. The tail section separated at the back of the rear cockpit, then flipped over top and ahead of the cockpit section of the fuselage and landed facing backwards. The main wing separated from the fuselage in its entirety as a whole. It then tipped up and slammed against the tail section facing the correct direction of flight. Somehow both the left and right main landing gear remained extended and undamaged. Obviously this was a very violent, nose down impact.



Here you can see the engine. The forward portion of the fuselage from the nose cowling to the back of the rear cockpit burnt in its entirety and there is nothing left but charred rubble and ash. Here is an interesting note. The photo below was given to me in very high resolution. I was able to open this on my computer and zoom in and identify the engine firewall hanging on the wing. I was also able to identify the accessory section access panel. As I stated earlier, neither of these showed any indication of fire penetration. Interestingly, the placement of the engine firewall imbedded into the top of the wing indicates that the cockpit portion of the fuselage rammed into the wing after the airplane came apart



Here you can see how they propeller separated from the engine taking with it a portion of the gearcase housing and the planetary gear set.



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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. Or send an email to us at 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

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

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

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7629 Lakeside Rd. NE
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Your renewal date is shown on your mailing label.

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

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Type of Aircraft? _____

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