


Newsletter

Anoka County Aviation Association

ACAA

November, 2020

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

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Calendar

Nov 9, 2020 (Mon)		ACAA Meeting Canceled
Dec 8, 2020 (Tue)	7:00pm	Winter RAAC Meeting Via Microsoft Teams or Phone
Jan 1, 2021 (Fri)		Newsletter Deadline Want Ads Due
Jan 11, 2021 (Mon)		ACAA Meeting Canceled

RAAC Report

By John Krack, RAAC Chair

The next Reliever Airports Advisory Council meeting is scheduled for 7:00 PM on Tuesday, December 8, via Microsoft Teams. I'll send out an email once we have an agenda with access information should you care to join.

If you have reliever airport questions or concerns, please contact Phil Tiedeman.

If you have anything that you'd like me to bring up at the RAAC meeting, let me know.

November Meeting – Canceled

It should come as no surprise, but we're canceling the November meeting due to COVID. Cases are increasing in MN and throughout the country, and it's just not worth the risk. We're canceling the January meeting as well. We'll just hang loose until the COVID situation improves, then get back together and celebrate, hopefully by March or May.

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

From the Director's Chair

By Joe Harris, Reliever Airports Director

When COVID-19 came into our lives this year, our world changed almost daily for many of us. I am still adjusting to this virtual world and managing the ups and downs of coordinating schooling for my college, high school, and middle school children. Moreover, my wife returned to the classroom to teach first-grade after 19 years of staying at home with our kids.

The coronavirus pandemic has taught me so much in both my personal and professional life. I've learned to be more flexible. I've realized that technology can fail, computers can crash, virtual calls can end abruptly, and Wi-Fi connections can be poor. That said, I am grateful for the beautiful people in my life at home and work.

When the pandemic took a foothold in America, I couldn't have imagined the almost unprecedented explosion of interest in general aviation. Aviators who haven't flown in years are back in the cockpit. Charter and flight training operators are hiring and growing. Overall, the number of takeoffs and landings throughout MAC's reliever Airports system is higher than the previous year, and new hangars are being constructed.

My opinion, the value of general aviation has not been more valuable since I started flying in the early 90's. Flying an airplane during the pandemic with family and friends is so vital to the health of many. While we are all waiting for better days ahead relative to COVID-19 and the changes we've experienced in our daily lives, at least we know that aviation is there for us.

See you at the airport,
Joe

The View From Here

By John Krack

Have You Used the Flight Service Website For Preflight Briefings?

Are you still getting your preflight briefings the "old school" way, by calling Flight Service on the telephone (as I used to do until this summer)? If so, I suggest you check out the Flight Service website at 1800wxbrief.com. This service offers a lot more information than your standard voice briefing, and you can peruse it at your leisure, even printing out a copy to refer to during your flight. Further, it legally qualifies as your required preflight briefing, and a copy is maintained on the website for 45 days.

You need to create an account, and after logging in with your email address and password, and selecting "Flight Planning & Briefing," you're presented with an ICAO flight planning form with several fields (Aircraft ID & Type, Wake Turbulence category, Equipment, and Contact Info) prefilled from your profile. Enter the flight information and click "Route Brief," select the desired content parameters, click "Web Briefing," and up pops your briefing document.

It starts with a Summary, then covers Adverse Conditions (TFRs, Closed/Unsafe NOTAMS, AIRMETS/SIGMETS, etc. then shows the US Surface Analysis and current weather conditions (PIREPS, and METARs for airports along your route). Then come forecasts for cloud coverage, visibilities/surface winds/precip./TAFs/Winds Aloft/Convective Outlook, followed by Departure/Destination/Enroute/FDC/International NOTAMS.

It's a very thorough briefing, using lots of graphics as well as text to help visualize what's going on. And there's even an option on the flight planning form to optimize your cruising altitude for time and fuel. And once you're set, you can even file your flight plan and print out a flight log.

Of course, you can also get legal briefings (and lots of other services) through Foreflight, Garmin Pilot, and other apps, but 1800wxbrief.com is free – no subscription required.

So give it a shot – log in and plan some flights. And if you're still not comfortable, get a live briefing from Flight Service and compare the two.

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The View From Here

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ANE Virtual Lunch Meeting

Sixty-eight people attended the Skype ANE Virtual Lunch meeting on September 14. Admittedly, it wasn't nearly as much fun as getting together in person for burgers and brats and some good old hangar flying, but given the circumstances, we'd have to say it was a resounding success. It pioneered a new way for MAC to communicate with the airport community, and I hope we'll do more of these in the future. It felt a little rushed since we had to squeeze everything into an hour, but Joe Harris managed the timeline well and finished on time. I didn't take very good notes, so can't report all the details, but following is a quick summary:

Joe started out with an org chart of his department (a copy is included on Page 6), and some general comments on the relievers, then turned the mic over to Phil Tiedeman.

Phil recapped the 2020 construction (pavement reconstruction complete, LED edge lighting scheduled 9/8 to 10/10). He then noted the July/August operations compared to 2019:

	<u>2019</u>	<u>2020</u>
July:	7,554	9,561
August:	8,445	9,274

It's been a busy year so far. Flying is a great "social distancing" activity.

Bryan Orr, Lynx FBO general manager, gave an update on his operation.

Next, Jennifer Lewis reviewed the Community Relations program. She noted five points regarding building positive relations with local communities:

- Pilots have power that non-pilots do not understand
- Each flight builds an impression
- Help build a positive attitude towards aviation
- Understand expectations and do what you can
- Be aware of how your flight activity may affect others.

Jennifer suggested varying our planned route if we make the same flight frequently to avoid overflying the same area every time. She also suggested using the MAC FlightTracker in our planning. This service shows real-time airport congestion, and also offers track details from our previous flights. The Flight Tracker is available at www.macnoise.com/tools-reports/flighttracker. Jennifer also suggested consulting the ANE Pilot Guide at www.macnoise.com/pilots.

Finally, she offered some specific tips to fly with neighbors in mind:

- Be stealthy-try to not be noticed
- Operate with consideration for the time of day and how our flight may affect people being overflown
- Avoid repetitive activity within 1 mile of structures in remote areas (e.g., houses, barns, buildings, etc.) or increase our altitude over those places
- Vary the airspace location (and our altitude) when we perform maneuvers, to avoid overflying the same area each day
- Vary the airport we use for touch and go operations
- Keep our patterns close-in and adhere to the traffic pattern altitude

Jennifer was followed by our president, Michael Lawrence, who gave a short presentation on the ACAA, and then I did a presentation on the Reliever Airports Advisory Council.

This was followed by a short Q&A period, and then Joe Harris announced the recipient of the annual 'Outstanding Promotion of ANE' award. This year the award went to Ellen Quist, from Lynx FBO. Congratulations, Ellen!

Finally, Chad Leque, the MAC VP of Management and Operations, offered some closing remarks on the importance of the reliever airport system, and MAC's commitment to help these airports thrive.

Reliever Airport Manager Realignment

Several airport manager changes were made recently to better align the managers, based on where they live, with the access convenience to the airports they serve:

- Phil Tiedeman moved from Crystal to Lake Elmo, and continues at Anoka/Blaine
- Mike Wilson moved from Lake Elmo to Crystal, and continues at Saint Paul Downtown
- Blaine Peterson continues at Airlake and Flying Cloud

We wish Phil and Mike every success with the new airports they cover.

Tom Ryan Retires as Blaine Mayor

Tom Ryan, the Blaine mayor since 1997, chose not to run again in 2020, and will retire from this office on December 31. Mayor Ryan has always been a big supporter of the airport, and has shepherded tremendous growth in Blaine during his term. We wish him well in his future endeavors, and thank him for his service to the city and his support for the Anoka airport.

His successor is Tim Sanders

ACAA Website – Past Newsletters Added

We're still tweaking the website, and we've added links to past newsletters from November, 2010 to July, 2020. Check it out.

The site address is www.aneairport.org

Comments and suggestions are welcome. Send to aneairport@gmail.com

Thanks to Craig Schiller for doing the updates.

Hangar Door Inspection/Repair

Two suggestions:

- Jerry Becker. beckergm57@gmail.com, Phone: 763-269-2120
- Merle Marshall. <https://www.linkedin.com/in/merle-marshall-86047894>, Phone: 612 703-0845.

You Can Now Pay Your Membership Dues Via PayPal

If you would like to join or renew using a credit card, email us at aneairport@gmail.com 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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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.

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The View From Here

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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.



If you're working from a hard copy, here's how to get to the site without having to enter the above string of gobbledygook:

1. In a browser, Google **MAC Hangar Portal**
2. Click on **Prospective Tenants | Metropolitan Airports Commission**
3. Click on the link under **Reliever Airports Hangar Listings**.
4. Scroll to the bottom of the page and click the **Next** button

NOTE: The website includes a "Hangar Wanted" category. You can use this also if you're looking for rental space.

September Meeting Minutes

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

Respectfully submitted by John Krack, Secretary, ACAA.

ACAA History Continued – 1996 - 2000

By John Krack, ACAA Secretary

The saga continues. We made lots of progress during our next five years, as covered in the highlights below.

1996

The big project in 1996 was the **tower, which opened on October 1**.

Building construction was essentially complete by the end of June, with electronics taking the rest of the summer. Ed McKinley, a former Area manager at MSP, was the first tower chief. Waldo Anderson made the first takeoff under tower control, and Bruce Buckner made the first landing. The new era had begun.

West side **alleyways** were reconstructed

MAC began a study of providing **sewer and water** at the reliever airports. The final policy, and the subsequent installation, would take until 1999.

The MAC **reliever airports staff under Gary Schmidt was reorganized**: Greg Fries, formerly Manager of the East Reliever Airports, was assigned full-time to St. Paul Downtown., with the other five airports being "team-managed" by the following individuals:

- Jack Eberlein - Maintenance and Equipment manager
- Kelly Gerads - Administration (Leases, Minimum Standards, Rates and Charges)
- Roy Fuhrmann - Tenant Relations Assistant Manager

An effort was initiated to address the **personal property tax** inequities (storage hangars were taxed at commercial property rates). STP tenants had hired a law firm to reach a deal with the city, county, and school district to forego taxes if the tenants would cover fire and police protection and work to increase airport

activity by 20%. After two different attempts, we finally got legislative relief in May, 2000.

Discover Aviation Days continued to grow. Attendance was estimated at over 20,000 for the 2-day event.

New officers were elected: Our new President was Jim Griebel. Paul Thomas moved to Vice President, and Char Davis and Dick Nordquist stayed on as Secretary and Treasurer, respectively.

Mounds View residents were concerned about the trend toward operating larger aircraft, and particularly turbine aircraft, out of ANE. This started both an effort by MAC to improve communications with local residents, and to encourage pilots to operate with neighbors in mind.

1997

MAC continued research on **wells and holding tanks** as input to their pending sewer / water policy.

Under pressure from the Pollution Control Agency and the Met Council, MAC instituted an **environmental policy and environmental audits**. They successfully worked with the appropriate counties to cover storage hangars under household hazardous waste rules, which are considerably less stringent than commercial rules.

Greg Herrick purchased the University of Minnesota facilities, as part of the Golden Wings museum.

Ed Fiore was reappointed as **MAC Commissioner** representing ANE.

A kickoff meeting was held in January with MAC officials and reliever airport representatives to attempt to get legislative relief from **personal property taxes**. It was decided that much homework needed to be done to develop a case and enlist unified support, and that no legislation would be proposed until 1998. A series of meetings was scheduled to get started. For the record, MAC was seriously on board and was working with tenant representatives to come up with a proposal and a plan to work with local officials and legislators to get support, but Crystal representatives wanted to tie the tax issue to rates and charges, which MAC opposed. By October, Crystal was still opposed to separating the tax issue from rates and charges, and the task force still hadn't identified any compelling arguments as to why the taxes should be eliminated. The St. Paul deal was centered around increased activity, and neither FCM nor MIC had space to expand. It also included an agreement from tenants to set up programs to get students involved in aviation, and that kind of commitment didn't exist at the other relievers. Thinking was turning toward pushing for a tax reduction via a reclassified tax category instead of elimination.

MAC finally got serious about reviewing and updating the **rates and charges**. They hired a consulting company to help them in this process. (Lease rates were dirt cheap and hadn't been revised in years. The annual reliever airports deficit (funded from MSP revenues) was up to \$3.4 million and growing.) Pressure was building to bring in more revenue from the relievers.

Discover Aviation Days drew an estimated 30,000 people from all over the metropolitan area.

An updated **Airport Master Plan** was developed, and reviewed in a public hearing. Officials from Blaine were in favor of the plan, while officials from Mounds View, Lexington, and Circle Pines testified against it. Officials from other nearby communities, such

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ACAA History

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as Coon Rapids, Ham Lake, and Spring Lake Park, did not testify. Citizen comment was largely against, with most speakers citing safety concerns due to aircraft flying low (“water-tower level”) over their homes, and of the noise generated by jets and warbirds. Several people also noted the aggravation of repeated interruptions to their quiet neighborhoods caused by training activity in these noisy aircraft. They opposed the Master Plan because they saw it as expansion of the airport, bringing more planes, bigger planes, more noise, and more danger to their homes. Several people spoke in favor of the Plan, citing economic benefit to the area, and the ability to spread traffic over a wider area, reducing the effect on any one community.

During this time, there were a number of warbirds and recreational jets based on the field, which resulted in a lot of noise. Pilots were urged to take a look at how they fly patterns, and try to minimize impacts on the surrounding communities.

The **first year’s traffic totals under the new tower** were 150,000 operations, with an average of around 1,000 IFR operations per month. For all of 1997, operations were estimated at 190,000-210,000

In October, **Roy Fuhrmann**, tenant relations manager, took a new position as manager of the MAC Aviation Noise and Satellite program, and **Mitch Kilian** replaced him as manager of Reliever Airport Tenant Relations.

1998

The **tower radar** was commissioned in January

Fire codes became a “hot button” issue again. The fire dept. was pushing for a 1-hour fire barrier (2 layers of 5/8-inch sheetrock, taped) between hangars less than 20 feet apart. Our position was that existing buildings were approved by the city when built and should be grandfathered in.

The first round of **environmental audits** was wrapped up.

MAC staff **beat back two legislative attempts** from Mounds View to (1) revert the Met Council’s Minor Use Airport runway length guideline from 5,000 feet back to 4,000 feet, and (2) require MAC to submit to arbitration any airport improvements for which they couldn’t reach agreement from all surrounding communities. The first initiative was based on a 1980 court agreement between MAC and Mounds View to limit runway length to the Met Council standard, which at the time was 4,000 feet. The Met Council in 1983 increased this to 5,000 feet, and that’s what MAC included in their 1998 Master Plan draft. Mounds View insisted that MAC should be held to the original 4,000 foot agreement, and tried to get the legislature to codify this. Failing that, Mounds View got a temporary injunction against MAC, and MAC and the Met Council filed appeals.

Mike Langer, a co-founder of the ACAA, founder of the American Wings Aviation Museum, and huge contributor to the ANE community, passed away on April 25.

A **Compass Calibration Pad** was installed.

A **steering committee** representing all reliever airports was formed to work with MAC to **develop lease language** that would protect the tenants’ investments in their leaseholds, and a **rates & charges structure** that would support the healthy growth of

aviation at the reliever airports. This Reliever Airport Task Force, subsequently named TORA, for Tenants of Reliever Airports, began an outside consultant study to get a “second opinion” on the MAC-commissioned study. Dan Sullivan and Gary Mann were the ANE reps. The Commission eventually approved a ground lease increase from \$0.05 per square foot to \$0.20 per square foot over six years. Given the “sweetheart deal” we’d had for so many years, this was considered reasonable.

MAC was getting increasing pressure from the Met Council, the Health Department, local governments, and other agencies to deal with **wells and holding tanks** (compliant and otherwise) on airport property. MAC formulated a policy to install sewer and water and close out wells and holding tanks. They would install the sewer and water lines at their expense, and tenants would pay \$7,500 (increased by 1.5% per year for waiting) to hook up. MAC would pay up to \$2,500 to close out wells and holding tanks.

Runways 8-26 and 17-35 were renumbered 9-27 and 18-36 to reflect changes in magnetic variation.

The **City of Blaine** proposed charging a \$5.50 per month “**meter fee**” surcharge on hangar electric bills (vs. \$0.70 on residential property). The high amount was because we were classified as commercial. ACAA representatives met with Blaine officials to point out that storage tenants were barred by lease from conduction commercial activities, and most used very little electricity.

Officer elections in September resulted in Jim Griebel staying on as president, John Krack continuing as secretary, and Hal Hitchcock and Vivian Starr replacing Paul Thomas and Treasurer, respectively.

Discussions were held with TORA regarding taking the lead in getting legislative reclassification of storage hangars for tax purposes.

Stan Gomoll, another ANE icon, passed away on October 27.

1999

City Attorney Bob Long of Mounds View formed a coalition of cities near reliever airports to push legislation to control reliever airports. Three initiatives were on the drawing board:

- Clarify the statute regarding Minor use airports by freezing the standards at the 1980 level, never allowing changes without legislative approval.
- Create a noise abatement program for Minor use airports, including an advisory committee modeled after the MSP MASAC group.
- Force MAC to provide meaningful opportunity for surrounding communities to comment on any reliever airport expansion plans, with nonbinding arbitration and lawsuits if a community contests anything and they can’t reach agreement.

These items failed in the Legislature. The first item was ultimately resolved in MAC’s favor via the courts. MAC voluntarily implemented the second, and they implemented the third without the arbitration/lawsuits restriction.

An agreement was reached with Blaine to **reduce the “Meter Fee”** to the residential rate (\$0.70) per month for all storage hangars using less than 7800 kwh per month (the household average). The fee was ultimately repealed in spring of 2000.

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ACAA History

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Safety/security gates were installed in August

The **sewer and water policy** was approved and the infrastructure installation started, to be completed in 2000.

An estimated 20-25,000 people in 7,000 vehicles attended **Discover Aviation Days**. There were 3,480 aircraft operations.

TORA decided not to pursue tax relief through hangar reclassification, so a new group, Airport Tax Relief (ATR) was formed to carry this forward. Peter Coyle, an attorney and registered lobbyist, was hired to help guide the effort. Tenants were urged to contribute \$100 to the cause. Vivian Starr led the charge for ANE and the ACAA. The appeal raised \$45,000 (the goal was \$40,000) by the end of the year.

Noise continued to be a major concern of surrounding communities, and MAC released a draft Noise Abatement Plan.

The **Mounds View lawsuit** was settled in MAC's favor, allowing the Master Plan to move forward including the eventual plan for a 5,000 foot E/W runway.

Elections were held in September. Jim Griebel, John Krack, and Vivian Starr were re-elected as President, Secretary, and Treasurer, respectively. Arlo Enerson was elected Vice-President, replacing Harold Hitchcock who decided not to run.

MAC released its **draft lease policy** in November. ACAA President Jim Griebel sent comments.

2000

Sig Berg became the new tower chief, replacing Ed McKinley, who took a position with another company.

The **Reliever Airports Advisory Council (RAAC)** was formed as a tenant advisory group to MAC. Gary Specketer was our first representative, and Gary Mann his alternate.

A **Community Relations Committee** was established to facilitate communication among MAC, tenants, and local community officials. This group continues to operate as the **Anoka-Blaine Airport Advisory Committee**.

Further activity on the lease policies. The main tenant concern was that there were insufficient tenant protections should MAC decide not to renew a lease. MAC listened, and we were able to agree on acceptable language.

In May, **MAC reached agreement with Mounds View** legislator Barb Haake regarding legislation restricting airport improvements. The agreement allowed MAC to include in their LTCP an extension to 5,000 feet for runway 9-27, but anything beyond that would require legislative approval. Installation of an ILS was also permitted. Also, a non-statutory agreement was reached whereby runway 18-36 would remain at 4,855 feet and no ILS would be installed. Mounds View agreed to drop their lawsuit.

VICTORY ON TAX RELIEF: On May 15, the Governor Ventura signed legislation creating a separate property classification for aircraft storage hangars, reducing our tax by

about 30%. Vivian Starr did the heavy lifting for the ACAA, and many others worked together to pull this off in one legislative session.

Blaine repealed the electrical "meter fee."

Discover Aviation Days was the best yet. 7,000 cars and an estimated 20-30,000 people depending on how many occupants you assume in each car.

The ACAA celebrated its 10th anniversary in June.

The second five years of ACAA's existence were every bit as busy and productive as the first, but not quite as compressed time-wise. Through this period, we established an excellent working relationship and mutual respect with MAC. Things generally took longer to resolve, in large part because the issues were more complex, and involved more interests than just MAC and the tenants. But MAC took significant steps to engage and work with the local communities and the tenant communities during the decision process, and together we were able to make significant progress. Many from the tenant community played a large role in making this happen, including (and I'm sure I missed a few names) Gary Specketer, Gary Mann, Vivian Starr, Bud Erickson, Jim Griebel, Mike Langer, Ron Barrows, Greg Herrick, Dick Nordquist, Paul Thomas, and Dan Sullivan.

Unfortunately, this spirit of cooperation and trust was severely compromised four years later when, after a year-long review of rates and charges, MAC literally doubled our lease rates overnight, almost completely ignoring our input. But more on that later.

WANT ADS

FOR SALE:

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

https://www.sportys.com/pilotshop/stratus-power.html?_SID=U

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

4-gallon case of Phillips Anti-Rust aircraft oil \$80.

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



Reliever Airports Department | ORGANIZATION CHART 9-15-2020

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KELLY GERADS
ASSISTANT DIRECTOR

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Crystal

Blaine Peterson
AIRPORT MANAGER
Flying Cloud
Airlake

Philip Tiedeman
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Jeff Allen
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Committees & Members

Fire, Building Codes, and Environmental

TBD

Newsletter

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Safety

TBD

Public Relations (Proposed)

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Airport Manager:

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Discover Aviation Days

2021 Dates: TBD

Website: www.DiscoverAviationDays.org

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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:

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

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: _____