



Newsletter
Anoka County Aviation Association
ACAA

Next Meeting: **Monday, September 16, 2019 5:00 PM (Note earlier time)**
ANE Annual Picnic

September, 2019

MAC Maintenance Building, Anoka County Airport.

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Calendar

Sept 11, 2019 (Wed)	7:00pm	RAAC Meeting MAC Office Bldg.
Sept 16, 2019 (Mon)	5:00pm	Annual Airport Picnic MAC Maintenance Building
September 21, 2019 (Sat)	10am-3pm	Girls in Aviation Day Flying Cloud Airport
November 1, 2019 (Fri)		Newsletter Deadline Want Ads Due
November 11, 2019 (Mon)	6:30pm	ACAA Meeting EAA Building

RAAC Report

By John Krack

The fall Reliever Airports Advisory Council meeting is at 7pm on Wednesday, September 11 at the MAC general office building at 6040 28th Avenue S. in Minneapolis. This is a public meeting – all are welcome. I've asked MAC for a brief update on the items we're tracking, and expect to use the rest of the meeting to discuss how we can best serve the airport community, perhaps implementing some more formal processes for problem solving and tracking, and communicating between MAC and the airport communities.

No word yet on Mike Madigan's replacement as the Commission representative to the RAAC.

At the August 19 full Commission meeting, the board approved a staff recommendation to add \$1M to the 2019 Capital Improvement Plan to construct a self-serve fuel station for 100LL and Jet-A at the Crystal Airport. The current operators at MIC do not want to continue as full-service FBOs, which would leave the airport with no fuel service. MAC is stepping up to provide the service, with the intention that they'll eventually find someone interested in opening a full-service FBO and taking over the fuel service. The downside is that there won't be any full service fueling, but self-serve is better than nothing.

I think that MAC deserves a lot of credit for meeting with the Crystal airport users and commercial operators, assessing the needs and concerns, looking at alternatives, and trying to find a private business to address the situation. The proposed solution is not the most desirable one, but at this time is the most feasible way to provide this necessary service. On a larger note, I think that making this kind of investment on short notice underscores MAC's commitment to support this airport.

September Meeting – ANE Annual Picnic

Our September meeting will be our 11th annual ANE BBQ/Picnic, to be held on **Monday, September 16**, at the **MAC building (next to the Tower) from 5 to 7 PM**.

NOTE LOCATION AND TIME CHANGE! The picnic will not be held on September 9 as reported in the July Newsletter because of a conflict for MAC staff.

The event, sponsored by the ACAA and the MAC, is for airport tenants, users, businesses, and their families and friends. This event has grown into a fun gathering for our airport community. Tenants should have received a mailer from MAC announcing this event. (See the announcement on Page 4.)

Hope you can join us.

There will be no ACAA business meeting, and elections will be held at the November meeting.

A Note from Joe Harris, Reliever Airports Director

Dear Airport Users,

I am excited and grateful for my new role as director of the reliever airports. It has been a pleasure to learn and grow under the leadership of Gary Schmidt. Mr. Schmidt was the epitome of the consummate professional.

The reliever airports team is the best staff, bar none. We will always work tirelessly for our customers in the promotion of our airports.

I value your feedback. I want the airport users to feel heard. Let me know about your thoughts. I can be reached at 612-726-8135 or via email: Joe.Harris@mspmac.org.

I look forward to seeing you for a fun evening at the annual airport picnic. This year we will be honoring the work of Curt Brown and Robin Crandall.

Yours sincerely,

Joe

The View From Here

By John Krack

ICAO Forms Now Required for Flight Plans

As of August 27, the FAA has discontinued the old US flight plan form, and requires all VFR and IFR flight plans to use the ICAO form. More details can be found at:

<https://www.aopa.org/news-and-media/all-news/2019/august/06/mandatory-icao-flight-plan-filing-back-on-track>

Please Be Courteous When Parking Your Car While Flying

As noted in July, Phil Tiedeman requests that you be courteous to your fellow pilots by parking parallel and close to your hangar, providing more clearance for other traffic, and that you please advise your guests and subtenants to do the same. Also, if you'll be gone for an extended time (e.g., overnight), you are urged to park your car inside your hangar.

(Continued on next page)

The View From Here

(Continued from previous page)

Other Airport News from Phil

Phil advises that the planned construction work at ANE is complete. The work came in a bit under budget, so they'll be widening out the radii on the taxiways in Fox Hollow. This isn't expected to impact operations.

Traffic pattern changes when the tower is closed have been approved, and will be announced and published soon. Runways 18 and 27 will use right-hand patterns to keep traffic more over the airport. Of course, when the tower is operating, the controllers will determine the pattern directions.

Funding has been approved to replace the smaller of the two loaders used by the maintenance crew for snow removal and other activities around the airport.

Waterfowl migration season is upon us, so be vigilant. Also, keep an eye out for deer.

New Airport Manager Search Underway

The application window is coming to a close for a new airport manager to fill Joe Harris' old position. Applicants will be vetted, an offer made, and a timetable established for the new manager to start. Hopefully, MAC will have someone in place in the October timeframe.

The EAA 237 July 5-7 Tour Stop Was a Resounding Success

EAA Chapter 237 event on July 5-7 to celebrate America's Greatest Generation was one for the record books, despite (or more likely because of) being moved from ANE to STP because of the golf tournament. Some numbers, according to Kirk Fjetland, EAA 237 president:

- 21 B17 flights
- 1,725 gallons of fuel burned
- 210 passengers flown (including media)
- 182 paid seats
- 325+ Ground Tours
- \$4,909 merchandise sales

The support they got from Holman's Table, Signature Flight Support, Delta Hotels by Marriott Minneapolis, Joe Harris, Mike Wilson, other MAC staff, and the EAA 237 members was outstanding, and greatly contributed to the event's success.

Thanks to all involved for supporting this successful event to present general aviation in a very positive light.

EAA at the State Fair

EAA headquarters again this year brought their traveling "Spirit of Aviation" exhibit to the State Fair. I volunteered to spend two afternoons coaching fairgoers on how to land a C172 at Oshkosh on a Redbird simulator. Some did well; others had some difficulty (overcontrolling, mostly), but all seemed to have a good time.

They also had other activities: bend up and rivet a cookie cutter; put together a Styrofoam glider; view AirVenture through synthetic vision goggles; and steer an airplane through an obstacle course on a simulator.

In my view, this was yet another excellent way to give the public a "hands on" experience with GA, hopefully stimulating an interest that they'll follow up on. EAA also gave the visitors a free 6-month EAA membership to keep aviation front and center.

Thanks to EAA for doing this. I hope they come back next year.

Reflections on Oshkosh

I did Airventure a little differently this year. I drove out the Wednesday before and camped with the EAA 237 group. They had an excellent camping area – close-in and dry for the most part. Many of us volunteered at the Kermit Weeks hangar, where they do maintenance on the EAA aircraft, for 4 days prior to the event. Most of the work involved cleaning up in the shop, playing "gopher" when they needed something, and moving airplanes around to clear the hangar for incoming show aircraft. I got to see some pretty exotic airplanes up close, which was fun. I also got a little "behind the scenes" look into what's involved preparing for this event.

Camping with the EAA folks was also a treat. In past years, I went by myself, camped out in the boonies, and took the bus back and forth between the campground and the event. This time, we were within easy walking distance of the event grounds and the showers, Mark Heule had coffee ready in the morning, and the "hangar flying" with the rest of the gang in the evenings was a good time. Curt Stoltz did an excellent job of coordinating the camping spots with people coming and going throughout the week. Thanks to Curt, Kirk Fjetland, Mark Heule, and others for this opportunity. If you want to do Oshkosh in a more interesting way, join EAA 237 and camp with the gang!

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.

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.

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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 the QR code below.



July Meeting Minutes

The July 8 ACAA meeting started with a small picnic/social get-together at 6:30, followed by a business meeting shortly after 7.

Minutes from the Mav meeting as published in the July Newsletter were approved, seconded, and passed by voice vote.

Treasurer Mike Miller gave the Treasurer's Report:

Checking:	\$1,121.32
Savings	4,916.84
Total	\$6,038.16

Airport Activity

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

- There were only 6 arrivals for the 3M Open, and few adjustments to the traffic pattern.
- The Patriot motorcycle ride was very well organized and run, with an estimated 4-5 thousand people and spectators.
- Last weekend there was a runway incursion with a vehicle on the runway. If having people visit, please give them good directions.
- Construction is going well. A similar project at Crystal saw each phase completed ahead of schedule, and we might see that here.

A question was raised about public aircraft parking. Phil said that aircraft could park by the tower, but there were no tie-downs. Phil said he would check on whether there's an FAA requirement for an airport to provide a public parking area with tie-downs.

The meeting was adjourned at 1943.

Respectfully submitted by John Krack, Secretary, ACAA.

From the Archives

Below is a reprint of another column by former member Dick McKenney, first published in the **November, 2011** ACAA Newsletter. Dick always has such wonderful insights from his long flying career. Enjoy:

Show Me How
By Dick McKenney

Recently I had a biannual check flight with a young woman instructor. This is the first time I had been checked out by a woman (CFI, that is) and we got along just fine. She flew the Grumman TR-2 for a while and liked its light controls. She survived one of my sloppy power off landings and I promised myself to practice this more often. Back on the ground we went through the airspace regulations and I reminded myself that I was a little rusty on some of the details. Afterwards I recalled some of the experiences I had with instructors. I'm sure you have similar stories.

We all had to learn flying with hands-on coaching from an instructor. That first takeoff, flight, and landing were all accomplished with someone risking their neck while we ham-fisted the controls and tried to make the aircraft do what we were told it would do. We just had to follow through with what the instructor just demonstrated with such ease. After I have let a young eagle handle the controls, I often ask him or her if it feels the same as their computer flight program. They all say, "noooooo." And when I ask them, "What is more fun?" they all say, "The real thing."

An instructor told me recently that he could tell if a new student had been practicing on a computer flight simulator because they had some idea of what to do in the air. On the ground they had no idea how to taxi because flight simulators do not taxi. He also told

of the time he landed and taxied in with a J-3 Cub one day doing the usual zigzag in order to see ahead. As he got out of the J-3 in front of several new students who were waiting to fly in the tri-gear trainer, one of them remarked, "He made a good landing but he sure needs to learn how to taxi that thing."

My first instructor was a WWII Navy instructor. He was tall and broad-shouldered. I had to look around his arms to see a couple of instruments. When he talked, he reduced throttle, turned his head to the side, and yelled at the top of his voice what to do next. Not a very effective way to instruct compared to the intercom headsets we have today. Starting our fifth hour of dual, he said it was time to learn how to spin and recover because this is the one thing that will kill you if you don't know how to do it right. Now was the fun thing I had been waiting for. As he did the stall we were suddenly rolling to the left and then it seemed we were headed straight down while the cornfield below went turning to our right. Without a horizon I had no idea what was happening. After a couple of turns I was sure we were going to tear into the field below and someone would have to come and dig out our remains. Then we popped into a 3G pullout and were flying along like nothing had happened. After following him through on the next one, it was my turn to do it alone. I recalled reading flying stories where the instructor had to hit a student on the head with a wrench when he froze on the controls while in a spin. I hoped I wouldn't freeze and I doubted if he could turn around and hit me while we were headed for that darn cornfield again. I stalled it power off and kicked left rudder. After I don't know how many turns, I felt a nudge on the rudder. This was the signal to ease off the locked controls. Now the old falling Cub was doing a nice straight dive and I could carefully pull it out. After a few more spins to the right and left, we headed back to Wold-Chamberlain field and the pucker factor began to go away. This was REAL flying. In the time after my eight-hour solo, I never flew away from the field without doing at least one and usually more than one stall-spin. Too bad the new private pilot students of today don't get a chance to have this experience. Fifty-three years later I had the fun of spinning in a Citabria that we bought so three of our sons could learn to fly in a taildragger. I believe we would have better trained pilots if every student knew what a spin was and how to recover from it.

If you ever tried to teach a teenager how to drive a car, you get a good idea of what a flight instructor goes through every day. I always tell people who are learning the art and skill of flying, if you don't seem to be progressing or communicating with your flight instructor, try another one. Sometimes a flight instructor is like the personal body massager who was fired from his job because he was always rubbing his clients the wrong way.

WANT ADS

FOR SALE

12-quart case of Phillips X/C 20W50 aircraft oil \$60.
John Krack - 763-786-5876 or av8r00@gmail.com.
I can bring to the picnic on the 16th.

HANGAR SPACE FOR RENT

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



Aircraft and Hangar Insurance

Aircraft & Marine Agency, Inc
Contact: Kevin Gruys at 952-890-1124
or email gruys@aircraft-marine.com
website: www.aircraft-marine.com



Annual Airport **BARBECUE**✈️

MONDAY, SEPTEMBER 16, 2019
5-7 p.m. • Awards at 5:45 p.m.

At the Anoka County/Blaine Airport
MAC Equipment Building near the Air Traffic Control Tower
8891 Airport Rd NE, Blaine, MN 55449

*SPONSORED BY THE METROPOLITAN AIRPORTS COMMISSION
AND THE ANOKA COUNTY AVIATION ASSOCIATION*

ACAA OFFICERS AND COMMITTEES

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

Committees & Members

Fire, Building Codes, and Environmental

TBD

Newsletter

John Krack 763-786-5876

Safety

TBD

Public Relations (Proposed)

Taxes

Vivian Starr 763-559-4683

John Krack 763-786-5876

Membership

John Krack 763-786-5876

Commissioner: James Deal

Airport Manager:

Phil Tiedeman 763-717-0001

Discover Aviation Days

2019 Dates: Canceled for 2019

Website: www.DiscoverAviationDays.org

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. 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.

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: _____