



# Minutes

# AIRPORT ADVISORY BOARD MEETING

May 21, 2019  
6:00pm  
Albert Lea Airport

In attendance were:

*Board Members*

Jerry Morstad  
Larry Wangen  
Craig Ludtke  
Darren Schone  
Chuck Sandager  
Paul Stieler

*Ex-Officos*

Steven Jahnke, City Engineer/Director of Public Works  
Jill Steinhauer, Public Works Office Specialist  
Jim Hanson, Airport Manager  
Robert Rasmussen, Councilmen  
Clayton Peterson, Airport Hangar Tenant

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**1. Approve Past Minutes**

Past minutes were approved.

**2. Hangar Agreement**

There are currently 23 tenants renting hangar space. To date the City has received 10 completed hangar agreements. Another letter to the tenants that have not submitted their agreement will be sent, if agreements are still not completed the City will start the eviction process.

A discussion about the hangar use and liability insurance was held. Clayton Peterson expressed his concerns with the use of hangar language, expressing his desire to have the City specify what non-aeronautical items can be stored within the hangar.

Steven Jahnke stated that the language does not prohibit putting other items in the hangar. It was requested by Clayton Peterson that this be documented in the minutes.

A lengthy discuss about the insurance requirement was held. The board feels the agreement is written in the City's favor, leaving the tenant responsible for any incident that may occur, even incidents that should be the City's responsibility. Specifically the first sentence of section 6.1 states "To the fullest extent permitted by law, the Occupant agrees to defend, indemnify, and hold-harmless the City and

its employees, officials, and agents from and against all claims, actions, damages, losses, and expenses, including reasonable attorney's fees and costs, arising out of Occupant's negligence or Occupant's performance or failure to perform its obligations under this Agreement." The City's stance is that the clause is suitable because the clause also includes language regarding the possibility of the tenant's negligence ("arising out of the Occupant's negligence or Occupant's performance or failure to perform its obligations under this Agreement") which would only require the tenant to defend, indemnify, and hold-harmless the City IF they were negligent. The board also expressed their concern that the agreement did not address the City's negligence.

The board asked the City to check with the League of MN Cities again to see if there is a policy that could cover everyone at an additional cost to the tenants. Steven Jahnke did check with the League of MN Cities in 2018 and there was no such policy. Steven Jahnke will check with the City's local Security Insurance company (the City's local League Representative) to see if there is a possible solution.

Jim Hanson named a few agencies (Wings, AOPA) that may be able to help with the situation and volunteered to contact those agencies. Larry Wangen made a motion to appoint Jim Hanson to contact those agencies, Chuck Sandager seconded. The motion was approved.

#### 6. Master Plan Update

Two large items apart of the Master Plan include a survey of the airport and review of any deeds. Both these items are very time consuming and expensive. Both these items have also been completed within the last ten years and the City and Mead & Hunt have been working to gather that information to avoid having to complete them again.

#### 7. New Business

The Glider Contest was held May 12 – 18, 2019. The event was a success consisting of 22 gliders and over 65 pilots/crew. Bob Graham also wrote an Economic Development Report of the event. Jim Hanson has a copy of the report if you're interested in viewing it!

The Young Eagles event will be held Saturday, June 8<sup>th</sup> from 8-11 am. The event offers free airplane rides for kids ages 8-17. If weather is an issue, the event will be held Sunday, June 9<sup>th</sup> from 8-11 am.

A letter from the City to the Contractor (JD Driver) will be sent addressing the issue with the oil canned siding. The letter states that the installed material is unacceptable per the City's project specifications. The manufacture (Firestone) is claiming the quality of the material varies but that it's still within their standards. The board will be updated at future board meetings.

The "Albert Lea Municipal Airport" lighted sign will also be ordered and installed as soon as the siding issue is resolved.

The next meeting date was set for **Tuesday, July 16, 2019 at 6:00 p.m.** at the Airport.

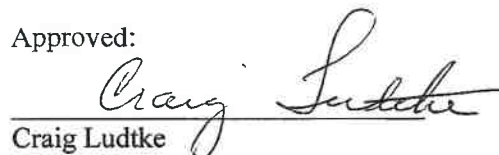
Larry Wangen made motion to adjourn, seconded by Darren Schone. The meeting was adjourned.

Respectfully submitted,



Jill Steinhauer  
Public Works Office Specialist

Approved:



Craig Ludtke  
Airport Advisory Board Secretary

## Jill Steinhauer

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**From:** Jim Hanson <jimhanson73@me.com>  
**Sent:** Sunday, June 16, 2019 3:10 PM  
**To:** Jill Steinhauer; Steven Jahnke  
**Subject:** Glider competition economic impact request  
**Attachments:** Scan 2019-6-16 14.50.35.pdf

Jill—

Steve said that he would like an economic impact estimate of the glider competition entered into the Airport Advisory minutes. Bob Graham had done a preliminary estimate—below.

Bob's estimate was for the 7 days of the regional competition only. The new 20 meter class was an extra day—or 8 days. Each of the competitions had one formal practice day, but most contestants took one informal practice day, as most of them were here at least 2 days prior. Bob's calculation was \$42,980 for 7 days, or \$6140 per day. Change that to 10 days, and the new figure is \$61,400.

Bob had included the competitors, but not the 12-15 volunteers and their families. With families, that is half as much AGAIN as the number of actual contestants and families—making the calculation easy—just add half of his impact AGAIN to his estimate—an additional \$30,700—or total of \$92,100.

Other items—tow plane fuel came to \$2610.

On site meals came to \$4146.

Porta potties came to \$685

That brings the total to \$99,541.

This does not include the “stuff” that people buy in town while here for an extended period.

If you figure \$100,000 economic impact, you should be safely conservative.

**Best I can come up with!**

JIM

ESTIMATED ECONOMIC IMPACT  
OF MAY 2017 GLIDER COMPETITION.

Meals

45 PARTICIPANTS X 2 MEALS PER  
DAY = 90 MEALS X 7 DAYS  
= 630 MEALS X \$15.00 PER MEAL  
= \$9,450.  
+ LOCAL SALES TAX = \$999.50

Hotel Rooms

30 ROOMS X 7 DAYS = 210 ROOM  
NIGHTS X \$150 = \$31,500  
+ LOCAL TAX = \$315.00

Auto Fuel

30 VEHICLES X 20 GAL = 600 GAL  
X \$2.70 PER GAL = \$1,620

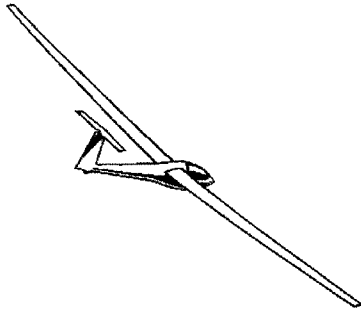
Sub Total

09,450  
999.50  
31,500  
315  
1,620  
\$ 42,980

+ TOW PLANES  
+ OTHER MISC  
+ ON SITE MEALS

Bob Graham 383-2293





Bob Wander  
P.O. Box 501 Faribault, MN 55021  
(952) 920-1804  
E-mail: Soarbooks@aol.com  
June 15, 2019

Jim Hanson  
FBO, Albert Lea Municipal Airport (KAEL)  
Albert Lea Airport, Inc.  
400 Airport Road  
Albert Lea, MN 56007

Dear Jim,

I write to thank the Albert Lea airport community generally, and you as FBO specifically, for hosting the recent regional and national glider/sailplane races at Albert Lea Airport.

I have been an airplane pilot for 40+ years, and a glider flight instructor for nearly that long, and it always warms my heart to see our various tribes in aviation co-exist. Cessna Citations, a turbo-prop or two, business-class piston twins, single engine Cessnas and Mooneys and Pipers and Beechcraft, ultra-lights, and not to forget gliders and glider towplanes - this cornucopia of aircraft worked together without problems or conflicts at KAEL. This harmony of operations is due not only to professionalism in the cockpits of this wide variety of aircraft, but also due to the design of KAEL airport. Wide runways, clear markings, appropriate taxiway signage, wide taxiways, well-maintained grass parallel runways, optimally-sized runup pads abutting each paved runway - all of this makes it possible for a very wide variety of aircraft to operate safely out of KAEL.

Industrial designers have a saying in their discipline: "Good Design Is Invisible." The Albert Lea airport is a good illustration of this maxim. Everything about its features and lay-out can be grasped almost instantaneously by the visiting pilot. It all just makes sense. Wherever you need a taxiway, or a runup pad, or signage, or a grass runway, it's right there waiting for you. An easy-to-use tool for pilots of all sorts of aircraft, and for pilots and passengers of all types.

So, thanks again for hosting the gliders and towplanes and their pilots and crews, who came to southern Minnesota and Albert Lea airport from as far away as Pennsylvania, Tennessee, Texas, California, and even Key West, Florida! You can't get much farther away from Albert Lea than Key West! And all these users of the Albert Lea airport were delighted with the ease of use of the facility.

Good work!

Bob Wander