

**Re-cap for Property at 1101 19th Ave S.
Princeton, MN 55371
11/02/2007 - 2018**

Feb 1999 – Contacted Craig Molstead in regards to purchasing land

August 31, 1999 – The Princeton Airport Advisory Board held a meeting in regards to Airport Access Agreement for Lot 1, Block 3, Princeton Industrial Park. It was approved the signing of an airport access agreement with Sharon Sandberg and Duane Kruse.

Winter also moved that the whole airport industrial park access taxiway shall be constructed on Airport – Owned property, with its size based on the average taxiway size on the airport owned proper. This is to be a grass strip until such time as the majority of property owner's along the taxiway petition the Airport advisory board for the construction of a paved taxiway. It is understood that this taxiway is to be constructed with 50% cost sharing by the adjoining land owner. Motion carried.

November 18, 1999 – (per the City of Princeton's meeting minutes on November 18, 1999: Taxiway Request was presented to the City of Princeton and approved.

Feb 2000 – Bought land from City of Princeton with access to the airport

March 8, 2000 – The city of Princeton's attorney sent Craig Molstad a letter stating that the closing company wanted to record the Airport Access Agreement on the City of Princeton/Kruse-Sandberg matter. In order to do that the document needs notarization. He asked that we all resign, notarize and send back to a Steven A. Anderson for him to send these documents to Sherburne County Title for recording. (According to Sherburne County they are not attached to our land)

April 2000 – Started building hangar

March 2001 – Final inspection and moved into the hangar

April 2002 – Received invoice from City of Princeton for taxiway \$2600.00

May 2002 – Received letter from city denying us access to the airport due to not paying our access fee which we were never billed for.

May 2002 – Duane was denied his Commercial operator's license due to not paying the access fee.

May 13, 2002 – Requested to purchase lots 2 & 3; According to the airport board the area was being studied as part of the Airport Layout Plan.

October 2002 – Received executed copy of access agreement and letter stating Duane met the requirements for his commercial operator's license.

April 2003 – Requested from Airport advisory board to purchase land south of us. Lot 2

Spring 2005 – Mark K. contacted Duane to buy the commercial front end of our property. With the intent to put 4 commercial lots in front of lot 1 – 4 and the balance of the land was to be developed in to more hangars.

April 2005 – We swapped land from the east to land to the north to expand Duane's business. We were going to build an 80 x 80 building at that time.

June 2005 – Duane went to an airport board meeting to request approval for new leaser to have a fuel tank on our property.

July 2005 – North Memorial took possession of our hangar.

August 2005 – The Airport meeting minutes approved North Memorial to have Jet A for their use only on the Kruse/Sandberg property.

May of 2006 – We had North Memorial send the access check directly to the city. We found out after 6 months (North sent the check on January and again in March) that the city of Princeton would not accept North Memorial's check because NM did not have a lease with the city. Mark and Steve never contacted us on this – Sharon had to go in and find out what was going on.

August 2006 – NM contacted us in regards to the city shutting their operation down.

October 2006 – We contacted RW to have building plans put together for an 80 x 80.

October 2006 – City of Princeton never contacted us on the procedure of cleaning up our through the fence operation.

January 4, 2007 – The City of Princeton approved to purchase John and Shari Westling's Land and making it part of the Princeton Airport. The Westling's was asking \$202,00 for the building and property. The building was 72% of the value (\$145,440). They had a prospect buyer that would purchase the building and lease the land from the city of Princeton. The city also wanted to have the Kruse/Sandberg property dealt with at the same time.

January 11, 2007 – The City of Princeton approved to purchase Westling's hanger. Westling's buyer had backed out.

January 2007 – City Administrators were to start negotiations with us – did not happen

April 2007 – City of Princeton approved a SLP update for Westling's property to be added to the City of Princeton's Airport.

April 2007 – (in April 12, 2007 Princeton Council Meeting Minutes) Duane Kruse contact the City in regards to adding onto our existing structure for North Memorial Medivac. Due to FAA's access issues, staff suggests that adding onto the existing structure would exacerbate the issues with the FAA. However, Kruse is willing to talk about selling his land to the City of Princeton to have it become part of the airport. The airport Advisory Board has directed staff to begin negotiations with Kruse and see what options may be available.

May 2007 – City of Princeton Administrator (Mark K.) requested us to have an appraisal done. The city of Princeton was to pay 50% of the appraisal.

May 14, 2007 – City of Princeton Administrator (Mark Karnowski) (in the city minutes) stated “Karnowski reported he met with Duane Kruse, who intends to continue working with North Ambulance. Staff has also met with North Ambulance about the Westling building, but they do not want to own a building. One option would be for the EDA to lease the land, but then funding could not be recovered from the FAA. The council has agreed keeping helicopters at the airport is important.

Kruse is also interested in selling his land and then leasing it back from the city; or having the City buy the whole lot and building and reselling it, like Westling. Staff is working on getting and appraisal. Kruse’s are receptive to getting the access issue solved.

June 19, 2007 – in the City of Princeton Minutes it is stated: “Karnowski explained the Airport Layout Plan needs to be updated to include the hangar the City recently purchased from John Westling. Whitcomb asked if the update will include the Kruse property. Karnowski stated that depends on the actions of the Kruse’s; some issues have come up regarding their plans. He also stated shortly after this is approved, we may have to do more extensive amendments.

June 21, 2007 – Princeton EDA board approved land sell with Anoco Metal Services, Inc. This land is just south of Kruse/Sandberg hanger. According to their meeting minutes Dean Powell was in town March of 2007 looking at several areas in the Princeton, MN area.

July 2007 – Land was sold between Kruse/Sandberg hangar and Westling hangar – no communication from city or for sale sign on land also Airport Board was never advised about this.

July 12, 2007 – City of Princeton voted on the sale of the land to Anoco Metal Services. RW Builders will be building Anoco Metal’s building.

July 16, 2007 – Princeton Planning Commission board voted on vacation of drainage easement for Anoco Metal Services, Inc. Jay Blake answered questions regarding the lot split and Kruse property.

July 24, 2007 – (according to the Princeton City Minutes) Roger Winkelman of RW Builders agreed to purchase the Westling hangar (building only) for \$150,000. The land would be leased from the city of Princeton. Mark Karnowski explained Winkelman has been working with North Ambulance in providing a larger facility for their helicopter operation.

July 2007 - The appraisal was finished. We used an appraiser that was recommend by our banker Jim Gessor; Vice President of Commercial Loans; at The Bank of Elk River.

July 2007 - We hand delivered to Mark K. at the city offices.

August 2, 2007 – per the Study Session Board meeting minutes of the City of Princeton Karnowski reported the City has received a grant offer in the amount of \$50,758 to make minor revisions to the Airport Layout Plan (ALP) to include the hangar property formerly owned by the Westling, the Kruse property and other previously discussed adjustments.

August 23, 2007 – (Per the City of Princeton meeting minutes) Mark Karnowski reported the Airport Advisory Board unanimously adopted a motion for the City to retain ownership of Lots 2-6, Bloc 3, Industrial Park third Addition, for future hangar space.

Mayor Riddle reported part of Lot 1 and Lots 2-4 were sold today to Anoco Metal Services.

September 2007 – Duane Kruse was denied dealers license to sell aircrafts.

October 2007 – City administrator stated that he could not bring to the council in good faith our appraisal. Also accused us of using a friend to do the appraisal.

October 2007 – we paid our 50% of the appraisal fee. \$1500.

November 8, 2007 – (Per the City of Princeton meeting minutes) Christensen airport property on the north end of the airport was approved for purchase.

November 11, 2007 – Sharon Sandberg & Duane Kruse had a meeting with the Mayor (Jerme Riddle) of Princeton MN

November 26, 2007 – Sharon Sandberg sent a letter to the Mayor of Princeton, MN (Jerme Riddle) in regards to the meeting they had with him on November 11, 2007.

December 13, 2007 – (per the City of Princeton meeting minutes) Duane Kruse explained he was the owner of a hangar in the Industrial Park Third Addition asked for a response from the Council as to what the City is going to do with the purchase of his land. He explained the City has talked to him in the past about the purchase and he has not heard anything for quite a while. He stated he would also like to address a few issues with the airport CIP. He explained the City purchased the Westling property for approximately \$240,000. It is bothering him that R.W. Builders has already purchased and paid for the building and not the city is trying to get reimbursed the full amount form the FAA when only about \$56,000 for the land should be reimbursed to the City.

Mayor Riddle explained the Council will take his point into consideration, but no action is usually taken with Open Forum.

Kruse stated he would like some movement on the purchase of his property because he would like to sell it and cannot until the City makes a decision. Riddle answered he understands his frustration, but he knows that Kruse has received an update recently from Karnowski regarding the appraisal.

December 2007 – The Princeton Airport Advisory Committee placed on their CIP (Capital Improvement Projects) that in 2008 The City of Princeton's Public Airport will be purchase the Kruse land

January 21, 2008 – Duane Kruse e-mailed Jeremy Riddle (mayor of Princeton) requesting that the city resolve our through the fence issue/access.

January 25, 2008 – Jamie Anderson our attorney contacted the city in regards to our access at the City of Princeton.

January 2008 – We receive a purchase agreement from the city for our land with a suggested \$1.25 per square foot. This was 60% less of the appraisal value of

just the land. Additional terms of the agreement was for Kruse/Sandberg to move the existing door on the hangar to the North side of the building at seller's expense. This must occur within 90 days of the closing.

February 2008 – Jamie Anderson (Kruse/Sandberg attorney) sent a letter to Mr. Toven stating very clearly that this was an unacceptable proposal.

March of 2008 – Kruse/Sandberg determined that they were spending access money for an attorney that the City of Princeton was stone walling them. Everything went into a holding pattern.

June 5, 2008 – (FAA Grant Award per the City of Princeton meeting minutes); Mark Karnowski reported the City received the grant from the MN Department of Transportation for 95% of the cost to purchase the Westling hangar at 1111 19th Avenue South. The grant is in the amount of \$57,000 and the City's share is \$3,000.

December 2009-2013 CIP (Capital Improvement Program) for the Princeton Municipal Airport showed land of Kruse/Sandberg hangar to be purchased in 2009 for the amount of \$75,000.

December 6, 2010 – Kruse/Sandberg land was on the Airport Board minutes as old business that needed to be address. At that time the Princeton City Attorney was to set up a meeting time with the Kruse/Sandberg's.

2012 -2017 CIP (Capital Improvement Plans) for the City of Princeton continue to show purchasing the land. New date is 1/4/2014 for \$65,000

April 4, 2016 – Mark Karnowski brought to the Princeton Airport Board the following **NEW BUSINESS**: A. Kruse Property The Airport Advisory Board was advised via a memo from Karnowski that Kruse and Sandberg may be willing to sell the land under their hangar to the city so it can be added as airport property. If that occurs, they'd then lease the space under their hangar from the city. The Board was also reminded that the FAA has also agreed to allow the Kruse property to be designated as a legal 'through the fence' operation. Kruse provided the Board with a brief history of the current situation and noted that they'd prefer to sell the property to the city rather than do a through the fence operation and agreed to leave the meeting to allow the balance of the board to discuss the options. He also noted that there were a couple of side issues that had to be addressed. **First, the sewer and water lines servicing his building are on the adjacent property of Anoco Metals** and that something has to be done about that problem. He also acknowledged that, **with the building's 20 foot setback from the south property line, he cannot take a plane in or out of his hangar without the wings encroaching on Anoco's property.** Karnowski reminded the Board that the city has had \$75,000 designated in the CIP for the purchase of the Kruse property for several years and that, upon learning of Kruse's preference, he was initially concerned that the FAA would now no longer allow the city to purchase the property using FAA grant dollars because they will allow it to be a through the fence operation. He added that the FAA subsequently advised that they'd still be willing to use entitlement funds to buy the property and add it to the airport and allow Kruse to lease the land under their building. Nowicki added that, because Kruse had a fair amount of asphalt apron that the leased space should include the apron. Karnowski said he has no preference but the Board should decide whether to recommend to the City Council that the city either purchase the land and lease part of it to Kruse or move forward with the through the fence agreement. He explained that if the Board opts to recommend the city just allow the 'through the fence' operation and NOT buy the land, then that \$75,000 could be used for some other airport improvement project. Otherwise it appears the total cost for the project will now probably be closer to \$100,000. Nowicki noted that funding for a purchase would not be able to happen until next year because our entitlement fund will be too low after the current taxiway project is funded. Ferlaak indicated

that his preference was to deal with both the sewer and water line issue and the wing encroachment issue and then pursue the 'through the fence' option. Dotseth agreed saying that the wing encroachment issue was created when the city changed the use of the adjacent land from airport to industrial. DOTSETH MOVED TO RECOMMEND THAT THE CITY COUNCIL PURSUE DESIGNATING THE KRUSE PROPERTY FOR A 'THROUGH THE FENCE' OPERATION AND WORK WITH KRUSE AND ANOCO METALS TO SOLVE BOTH THE SEWER AND WATER SERVICE ISSUE AND THE WING ENCROACHMENT ISSUE. FURTHER THAT A THROUGH THE FENCE AGREEMENT BE DRAFTED AND APPROVED BY THE FAA/MnDOT AERONAUTICS Airport Advisory Board Minutes April 4, 2016 – BEFORE BEING APPROVED BY KRUSE AND THE CITY AND THAT THE FINAL AGREEMENT BE RECORDED. THE MOTION WAS SECONDED BY FERLAAK. THE MOTION PASSED UNANIMOUSLY. There was a subsequent brief discussion about the Airport Access Point Ordinance and that, upon getting the through the fence agreement recorded, that ordinance could probably now be rescinded. Both Duane Kruse and Sharon Sandberg were asked to leave the meeting prior to voting.

April 2017 – Sharon Sandberg & Duane Kruse had a chance to talk to each member of the Airport Advisory board about their decision on April 4, 2016. They stated that they did not want to use airport money to solve a problem the City of Princeton made. The Airport Advisory Board still wanted Kruse/Sandberg as part of the airport if the city of Princeton bought the land. The Airport Advisory did not want to use their own money to clean up a city made problem.

July 2017 – Kruse/Sandberg received a Through-the-fence agreement from the City of Princeton. After talking with Tom Walker – he was under the understanding that the City of Princeton was moving towards purchasing the Kruse/Sandberg land. Sandberg responded to Karnowski stating that the land was to be purchased not another Though-the Fence agreement.

October 12, 2017 – Duane Kruse wrote Jolene Foss and e-mail in regards to a meeting and our land.

November 2017 – Jolene Foss, Tom Walker, the new airport City Engineer, Duane Kruse and Sharon Sandberg met in regards to the property. According to Tom Walker it was always the city of Princeton's intent to have our land part of the airport (no Through the Fence Operation). Jolene stated at the meeting about the April 4, 2016 Airport Advisory Board decision. It was made clear to her that the Board wants the Kruse/Sandberg part of the airport – the board did not want to use their funds to do this. It was discussed how to solve this problem. All walked away that this is a doable problem for 2018.

June 4, 2018 – Sharon Sandberg again requested assistance from the Princeton Airport Advisory Board and getting this situation resolved.

Issues: Wing encroachment out of the hangar over onto Anoco's property
Sewer and Water Lines under Anoco's property
Entrance Anoco Semi's is our entry to our property (according Sherburne County we own this land)
Unsalable/unbuildable land (not allowed by the City of Princeton, MN)
Through the Fence operation (fencing possibly happening)
Taxing not being maintained due to single use user status (this is due to City of Princeton selling the land to an industrial business and not a Aviation business that the property was slotted for back in 1999 per The Airport Board Minute Meetings dated August 31, 1999.)
Currently, there is three users: Kruse Aviation, Inc.
Flight Expo, Inc.
Dream Destination, Inc.

June 12, 2018 – Dean, Bob, Duane and Sharon had a meeting in-regards to the land issue.

November 1, 2019: Per the FAA AOPA and several other Aviation organizations now show the taxi way closed to our hangar, North Memorial Medivac's Hangar and the Flight Service Area.

November 4, 2019: Duane contacted the City office early that morning to discuss with Bob what was going on.

November 4, 2019: Duane contacted Kelly from the MNDot office to find out what was going on with the taxi way.

November 4, 2019: Duane Kruse went to the Airport Advisory Council meeting and asked what was going on. It appeared that no one in the room knew about this new development with the south part of the airport. Troy Minske pulled up the layout on his phone and showed to the board that the FAA does show no taxi way and both the FAA/FSS & North Memorial Medivac team closed. Alex from the Engineer firm stated he would look into this situation.

November 5, 2019: Duane received a call back from Kelly (MNDot office) that the FAA closed the taxiway – but it was still on the Master Plan.

November 6, 2019: Duane contacted the FAA Nick Pratt – who stated he would look into this.



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Your Taxiway Is Closed!!

My name is Sharon Sandberg and I am the President of Flight Expo, Inc. located in the Princeton, MN area. We are a 501c3 Non-Profit organization dedicated to: *"Promoting Aviation Through Education and Preservation"*

Over the last 6+ years we have concentrated our efforts with the youth ages 11-18 years of age through our educational program "Build A Plane". Our STEM (*Science, Technology, Engineering & Math*) program has already seen an increase of knowledge in our youth.

Six years ago we started with 6 students – not sure were the program would go it has taken on a life of its own with over 14+ students today. You must be asking yourself so why is this so important, how will this affect my life.

In 2017 (almost three years ago) The International Air Transportation Association (IATA) released the following numbers:

- 1) By 2036 IATA expects 7.8 billion passengers to travel – this is double the number of passengers expected to fly in 2019.

Boeing cast into the limelight in the Pilot & Technician Outlook 2019 – 2038 the following:

- 1) The USA will need 193,000 aircraft maintenance technicians
- 2) Asia will need 266,000 aircraft maintenance technicians
- 3) Europe will need 137,000 aircraft maintenance technicians
- 4) Middle East, Latin America, Africa and Russia/Central Asia 173,000 aircraft maintenance technicians

To meet just the commercial/airline needs we will need **769,000 aircraft maintenance technicians globally by 2038**. This number does not even include corporate, tour or private sector. In two years (2022) the industry is expected to be hit the hardest with the majority of the baby boomers leaving the industry. **Ninety (90%) of the 769,000 technicians and pilots will be trained in the USA or by FAA licensed personnel.**

Flight Expo, Inc., believes by increasing exposure to the youth at an early age we can help meet these up and coming needs. Our Build A Plane program does just that. Exposes youth starting at the age of 11 to numerous facets of building, maintaining and knowledge of aviation.

We sold the Kit Fox and were able to purchase a Cessna 150 that now is part of Flight Expo, Inc.'s Flying Club that the students can take flying lessons.

Over the six years we have been able to see the development of many of the students.



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Jake was with us for one year. He wanted to see the interworking of the aviation world before he made a firm decision about schooling. Jake went onto an Aircraft & Power Plant School, graduated and received his license. He worked out west for a period of time and now is working for Cirrus Aircraft in Duluth as an A & P.

Owen was enrolled into Flight Expo, Inc's Build A Plane program when he was 12 years of age. I have been fortunate to watch him grow from a young boy to a young adult. From what his parents told us, Owen loved to build. After his first year with us, he purchased (negotiated) for his own welding equipment to build a go-cart. Three years ago he worked all summer to start flying lessons in our Cessna 150 at the age of 15. He soloed December of 2018. To help with the expense of his private pilots lessons; this year (2019) he was one of the recipients of the Ray Scholarship from Experimental Aircraft Association. *(Please see below the guidelines for the scholarship)*

Charlie started at the age of 14 years old in our program (three years ago). The first year with us we were concentrating on tearing down two engines. I remember his father coming in and stating, Charlie loves to tear things apart – it is putting them back together that is the challenge. Through diligent we have watched Charlie make sure that anything that is taken apart is labeled, photo (if necessary), and when you take it apart to not damage the part (even if it is already damaged – we can still make a pattern out of the part). The last two years Charlie has received two various scholarships from Experimental Aircraft Association. One was for their Air Academy (2018) – this is a week long program at Oshkosh, WI immersing the youth into Aviation. The most current (2019) scholarship is the Ray Scholarship from Experimental Aircraft Association. *(Please see below the guidelines for the scholarship)*

Both Charlie and Owen are on track to achieving their dream of a career in the Aviation Field.

Ray Aviation Scholarship Fund applicants will be the most engaged, excited, and motivated aspiring pilots the chapter has had the pleasure of meeting. It will be incumbent upon the chapter to vet local youths to help bring forward the most deserving candidate in their local area.

Local candidates must meet the following criteria:

- *Minimum of age 15 for glider training.*
- *Age 16-19 for powered flight training.*
- *Possession of a student pilot certificate.*
- *Possession of FAA medical certificate. (private pilot students)*
- *Be able to begin their flight training within 60 days of receiving the award.*

Additional consideration will be given to candidates who are former Young Eagles, EAA student members, and actively participating in the EAA Flight Plan, specifically the Sporty's Learn to Fly Course.

Once selected by the chapter, the youth will also be screened by EAA through an application process, which will require approval from the local chapter. If approved by EAA, the scholarship recipient will have to comply with the following requirements.

- *Partake in two hours of chapter volunteer service per month, such as:*
 - *Young Eagles rally volunteering.*
 - *Pancake breakfast/fly-in volunteering.*
 - *Chapter build project support.*
 - *Chapter gathering participation.*
- *Submit regular progress reports, signed off by local chapter and CFI.*



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- Reach flight training milestones, as outlined by EAA's training timeline.

Note: Funding is dependent upon completion of progress reports and meeting training milestones in a timely manner.

The EAA chapter will play a critical role to ensure the Ray Aviation Scholarship recipient is staying on track to earn their pilot certificate

To make all of this happen we have had a tremendous volunteers to teach the students.

As mentioned early we started a Flying Club for the students to learn how to fly and to give them an "awe" feeling about flight. Currently, we have 3 of our students that are taking lessons. All of the students in our club receive a flight in the aircraft to give them the sense of wings – soaring through the air like an eagle.

What does Flight Expo, Inc. see in their future? A hanger at the Princeton Airport that can house all of our projects and flying aircraft with a teaching area both for practical and class room. An area in the building we can sort all of our parts/tools/various product that is donated in. (Currently, this process is being done in either the pole shed or the concrete building then stored onto pallet racking.)

At this facility, the students would receive credits towards graduating high school and credits toward an A & P certification. This would be a full time school. Students would have the opportunity to take their generals at the local school and study through hands on aircraft maintenance and aircraft pilots.

Being able to duplicate this process and taking it to other areas state/nationwide to increase student's skill level and to receive more aircraft technicians and pilots into the field.

Providing an awesome way to learn STEM and giving the student knowledge, skills, team work and a strong direction for their future.

"Making Dreams Become A Reality"



In 2003 when Chicago Mayor [Richard M. Daley](#) forced the closing of Meigs Aiport by ordering the overnight bulldozing of its runway without notice, in violation of [Federal Aviation Administration](#) (FAA) regulations. This healthy airport was the home of numerous aircraft.

Myself wondered how in the world could a person become so important order the destruction of any airport without the proper authority or

authorization! **Well guess what Flight Expo, Inc is living this similar situation.**





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Without any notification from the FAA, MNDot or the **CITY OF PRINCETON**; our **TAXI WAY** to and from the airport **has been closed**. I found out about this when I decided to pull up the airport plates of Princeton, MN Airport to see if there was any changes. What a surprise I received!

According to the plate taken off of Aircraft Owners & Pilot Association (AOPA) the taxi way to the following businesses is closed:

- Kruse Aviation, Inc.
- Flight Service Station
- DNR's Helicopter
- Flight Expo, Inc.'s Flying Club
- North Memorial Medivac

Surprising they kept the access to the north open to hangers that no longer exist or are falling down.

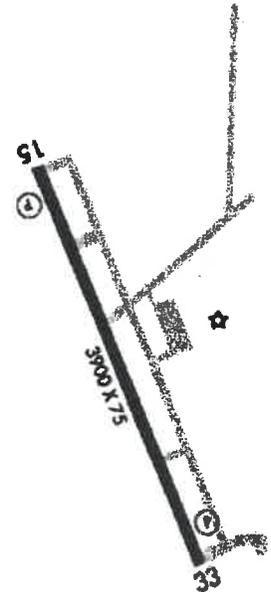
1101 19th Ave S
Princeton | MN 55371-2310

mapquest

Princeton Municipal Airport (PNM) 800 Airport Rd Princeton, MN Airports - MapQuest



The **XX** on this plate show the closing and the taxi way to Kruse Aviation, Inc. (where Flight Expo, Inc. leases) has been removed.



Our representative and one of our main volunteers (Duane Kruse of Kruse Aviation, Inc.) has gone to the City of Princeton, Princeton Airport Board, State, and Federal Aviation Agency with the questions of WHY and HOW??? Everyone is pointing the finger at the other parties or stating “I am not aware of this and I will have to look into this”. With no definite plan on how to fix this in sight.

One of the things that has come out of this is that this taxi way is only a single use taxi way – if I am adding up all of the organizations/companies related to this closure it involves 5 parties. How can this be a single taxi access?

According to the Access Agreement Duane Kruse from Kruse Aviation has signed it states that Kruse Aviation, Inc. will have access to the airport, in which Kruse pay’s the city of Princeton a Fee every year plus property taxes.

How is this effecting Flight Expo, Inc. with our Flying Club?



Currently, our students are using a taxiway that is closed to get onto the airport. (

We do have plans to lease a hanger when it comes available – but currently the Princeton Airport is full. We could move the aircraft to the city ramp. We would be charged a fee, plus we need electric for our Tanis Heater to warm the engine prior to flying in the cold season.

We would lose our readily access to our Aircraft Mechanic when something goes wrong with the aircraft. This is huge for the Flying Club of students that are just learning how to fly and the workings of an aircraft.

Just north of the Kruse Aviation, Inc. hanger is land that we plan to build our facility that can house our projects and our flying aircraft (which by the end of 2020 we should have two more to our Flying Club).

Why this location and not on the airport?

- 1) City Sewer and Water – we need bathrooms and fire suppression systems for the building. The Princeton Airport does not have water available, unless we have the city run lines from the Fire Department over to the Airport (which means under taxiways etc.). The sewer & water lines are readily available off of 19th street.



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- 2) The plan for the program is to have the program open during the day two – three days a week for additional students to engage in the program. At our current location we have maxed out our area.
- 3) Our foot print of our building can grow when the program expands. We have tripled our students in less than six years. Imagine what can happen with a larger facility that we can grow with our demand.
- 4) By stunting this growth the City of Princeton is forcing Flight Expo, Inc. to seriously look at their program and moving the whole program to another location that would embrace and welcome the engagement of youth not only working towards a dream, but making a difference in the world.

What about North Memorial and the DNR? Currently, North Memorial and the DNR are operating aircraft that are not legal at the Princeton Airport.

Legally the FAA could demand the City of Princeton to add concrete barriers before they get to the short taxiway. Closing down all of these operations. This would affect not only the City of Princeton but all surrounding areas in over a 100 mile reach with these services.

How does this effect Princeton, Milaca, Cambridge, Elk River, Zimmerman, Becker, and many other surrounding areas?

- 1) Your medical emergency services are at risk
- 2) Your Fire emergency services are at risk
- 3) The Education of your youth will have to travel 40 miles or more to be able to obtain the education they are receiving through the Flight Expo, Inc. program. Plus, they will be charged approximately 70% more for these programs.
- 4) A maintenance facility that has received numerous rewards nationwide will relocate creating a deficit transient traffic that helps pay for your airport which may over a period of time weaken the need for the Princeton Airport.

Over the years I have heard so many times an airport is for the rich and only the rich use this facility. Just with the list above this is so not true. Also, imagine no small airports for the freedom of flight? This is what it is like in so many other countries.

We need the Princeton and Surrounding Area Communities help with getting this solved SOONER than later!

On November 23, 2019 Flight Expo, Inc. will host an open house (with coffee, water and chili) at 1101 19th Avenue South, Princeton, MN for the public to tour a working facility, climb into a small training aircraft and receive more information about Flight Expo, Inc.

Hours: 11 am – 2 pm

Location: 1101 19th Avenue South, Princeton, MN 55371