



City of Mora  
Kanabec County, Minnesota  
Meeting Agenda  
Airport Board

Mora City Hall  
101 Lake Street S  
Mora, MN 55051

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Tuesday, December 14, 2021

5:00 PM

Mora City Hall

*City of Mora Code of Ordinances, Chapter 32: The role of the Airport Board is to be a recommending advisory body to the City Council regarding all aspects of airport land use, airport operations, and airport capital improvements.*

1. **Call to Order**
2. **Oath of Office:** New members will pledge the oath of office for a term expiring on December 31, 2023.
3. **Roll Call:** Jody Anderson, Dave Gunderson, Karla Kastenbauer, Stefan Salmonson, and Nick Stafford
4. **Adopt Agenda:** (No item of business shall be considered unless it appears on the agenda for the meeting. Board members may add items to the agenda prior to adoption of the agenda.)
5. **Minutes:** See attached minutes from the October 12, 2021, meeting.
6. **Old Business:** fuel remediation closeout.
7. **Reports**
  - a. Airport Engineering Consultant Report: nothing new to report. Closeout paperwork in progress.
  - b. Mora Municipal Airport- MN Flyer
8. **Adjournment:** The next regular meeting is scheduled on Tuesday, January 11, 2022 at 5:00 pm.

**City of Mora, MN  
AIRPORT BOARD  
Meeting Minutes**

**October 12, 2021**

Present: Jody Anderson, Karla Kastenbauer, Stefan Salmonson and Nick Stafford  
Absent: None  
Staff Present: Joe Kohlgraf and Natasha Segelstrom  
Others Present: Lindsay Reidt, SEH Airport Engineer

1. Call to Order. Stafford called the meeting to order at 5:01 pm.
2. Roll Call.
  - Anderson – Present
  - Kastenbauer – Present
  - Salmonson – Present
  - Stafford – Present
3. Adopt Agenda. Motion by Kastenbauer, second by Anderson to adopt the October 12, 2021 meeting agenda. All present voted aye, motion carried.
4. Minutes. Motion by Kastenbauer, second by Anderson to approve the September 14, 2021 meeting minutes as presented. All present voted aye, motion carried.
5. Old Business.
  - a. Fly-In. Kohlgraf recapped the 2021 Fly-In, noting over 300 people attended the Lions Club breakfast with the American Legion Color Guard in attendance. The parachuters group reported scheduling the Mora fly-in onto the group's 2022 calendar, there were three helicopters in attendance: Life Link, North Memorial, and a privately owned helicopter; overall it was a successful event.
6. New Business.
  - a. Fuel Remediation. Kohlgraf reported receiving a letter approving the removal of the remediation wells. Staff would begin removing wells soon, patching holes, and preparing for a blacktop project; the remediation building would be removed, and Kohlgraf was hoping to have the remediation project completed in November of 2021.  
  
Kohlgraf referred to the fuel line and fuel tanks listed on the CIP and stated he met with a contractor and requested estimates to replace the current fuel lines and for a new island with new sumps for both AV 100 low lead and Jet A fuel but, the pump station would stay the same.
7. Reports.
  - a. Airport Engineer Consultant Report. Lindsay Reidt reported the taxilane was seeded last week and concrete bases were poured for the supplemental windcones, scheduled to be installed on Thursday. Work was essentially completed for the year.  
  
As an answer to Stafford's question regarding a taxilane extension, Reidt explained that in 2022, reconstruction of the taxilane area may take place. Reidt also stated discretionary

money from the FAA may best be used for things like the runway project, using entitlement dollars received annually with a cap of four years savings/\$600,000 first, then use the discretionary funds and keep working towards the taxilane project. Pre-application for the grant process for next year will begin in a couple weeks.

- b. Hangar Land Lease Agreement. Kohlgraf stated all items were addressed by the council and the discussion was tabled until updates could be received at which point Kohlgraf would provide to the board.

Stafford reported reaching out to Crawford regarding the lease agreement and that the AOPA informed Stafford that the lease agreement was satisfactory with the exception of the insurance requirement. Stafford stated the AOPA communicated a willingness to work with Crawford to get the lease agreement finalized.

Salmonson expressed concern over the lack of response from city staff after guidance was relayed by the airport advisory board to staff; Anderson acknowledged the board's concern.

Anderson suggested involving the local pilots in the planning process of the 2022 Fly-In. The airport board consensus was to post an announcement for the creation of a subcommittee to include pilots, to plan the 2022 Fly-In.

- 8. Adjournment. Motion to adjourn by Salmonson, second by Anderson to adjourn the meeting. All present voted aye and the meeting adjourned at 5:17 pm.

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Nick Stafford, Chair

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Natasha Segelstrom, Secretary

# AIRPORT OF THE MONTH - MORA

Runway Extension Project Has Unique History - By Tom Foster



Runway 11/29 construction underway at Mora Municipal Airport. (Photo Courtesy Lindsay Reidt Short Elliott Hendrickson Inc.)

Swedes are famous for being persistent. That's a trait that comes in handy with airports and revolutions. Emigrants from Sweden were the earliest settlers around Mora, Minnesota. Folks there are proud of their heritage.

Downtown has a large statue of a "Dalecarlian" horse and other flavors of the "old country."

Mora Municipal Airport was established right after World War II replacing a "flying field" at a different location. At first there was a single north/south turf runway.

In 1956 a second turf runway was established with a north-west-southeast alignment which pretty much made crosswinds not a problem.

A 4,000 foot long paved and lighted runway replaced the original turf and opened in 1983. The NW/SE runway remained at the south end of the new facility, although there were some issues with it.

After 35 years, things changed. Government agencies deemed the remaining turf runway was too short, too narrow, had too many obstructions, etc.

Understanding the relationship between economic development and aviation, the city had started an industrial park just southwest of the airport.

Closing the old turf runway would make some valuable property available for development. It didn't seem like much of an issue, particularly since the fully approved Airport Layout Plan (ALP) showed a new secondary runway that would meet all the criteria

when constructed. The city committed to building a new turf runway and was allowed to close the old one. Of course, it was too easy.

As shown on the ALP, the new runway would be east/west, 2,800 feet long with a turf surface, and intersect the main runway at mid field.

Various agencies charged with protecting the environment found reasons to object. Wetlands and threatened species would be impacted, so it became necessary to look at alternates.

A new alignment was chosen that would be at the north end of the main runway, parallel to the abandoned turf, and 3,150 feet long.

Generally good airport planning requires crossing runways to intersect, so it would be necessary to extend the main runway to 4,800 feet. Since there can never be enough runway to satisfy some airplane pilots, everyone liked the idea.

This was before the digital storage age, so a three-drawer file cabinet was filled with the required documents. Public meetings were held, the airport zoning revised and everything stamped "approved."

The extension of the main runway and parallel taxiway was completed in 2007. Pieces of the turf runway within the runway and taxiway Object Free Areas (OFA) were constructed at the same time, allowing the second runway to be built without impacting existing operations.

Mora opened the new runway in 2017, 25 years after the process had started.

While they were at it, the city reconstructed the rest of the runway and parallel taxiway. Plans for the second runway were on the “drawing board” (computer screen?) when the wind changed.

Not suddenly, but literally the wind was different. If aircraft cannot operate on a runway with acceptable crosswinds 95% of time the FAA recommends the airport have a second runway.

Earlier statistical analysis showed that Runway 17/35 at Mora did not have the coverage needed, but with a new Runway 11/29 the wind would be acceptable 100% of the time.

Now the data showed that Mora could operate with a single runway, but the new information was from records for Minneapolis and Brainerd.

Fortunately, by this time the automated weather system (AWOS) at Mora had been in business long enough to have the needed data.

Once again, the wind was analyzed using local data and this time the result said the second runway was needed. In 2016 everyone agreed there was enough data, paperwork, and justification so Runway 11/29 was built. Mora opened the new runway in 2017, 25 years after the process had started.

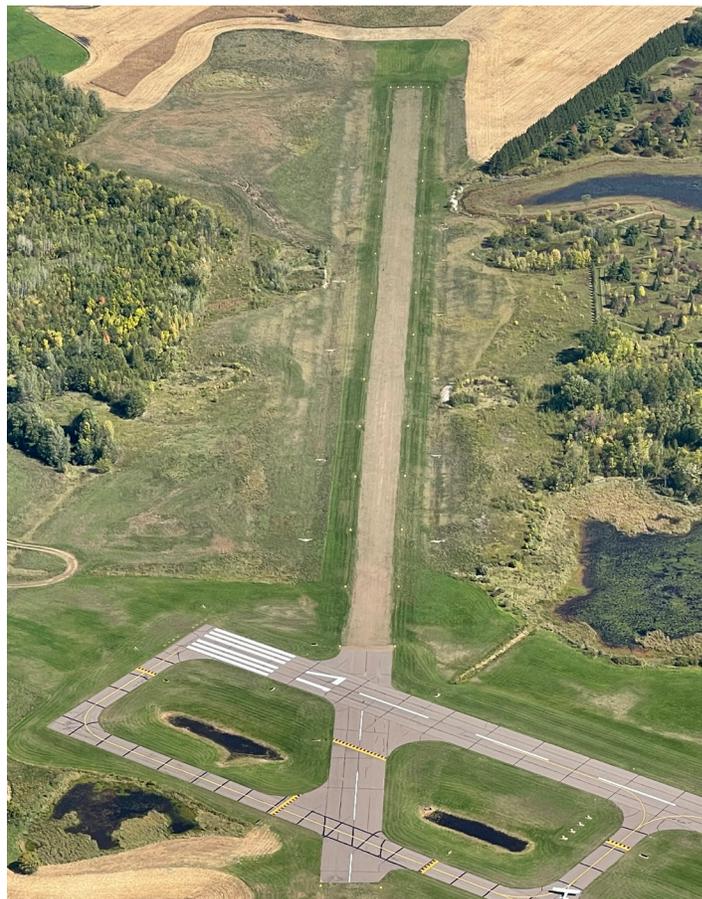
There are two Moras (pun intended). Both are famous for ski races and persistence. Half a millennia before the runway opened, Denmark had ruled Sweden for over a century.

A guy named Gustav Vasa had been trying to stir up a revolt without much success. He made one last try in Mora, Sweden and was rejected so he set out for Norway.

The citizens of Mora reconsidered and decided to join the revolution. Two of them strapped on their skis and hustled after Vasa thus inventing the “Vasaloppet” (Vasa’s Ski Race). Vasa kicked out the Danes and was crowned Gustav I King of Swedes, Goths and Wends.

Three crowns are still part of the Swedish coat of arms and grace the roundels of the Swedish Royal Air Force. Vasa’s victory is celebrated every year with a “Vasaloppet” in Minnesota and Sweden.

Both towns have great airports, but you can probably get to the one in Minnesota with fewer fuel stops.



Generally good airport planning requires crossing runways to intersect, so it would be necessary to extend the main runway to 4,800 feet. (Photo Courtesy Lindsay Reidt Short Elliott Hendrickson Inc.)



Earlier statistical analysis showed that Runway 17/35 at Mora did not have the coverage needed, but with a new Runway 11/29 the wind would be acceptable 100% of the time. (Photo Courtesy Lindsay Reidt Short Elliott Hendrickson Inc.)



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