IAHA Meeting

March 11, 2003

The meeting was called to order at 7:00 PM. Present were Alan Wright, Robert English, Gail Hill, Craig Cowles, Betty Plude, Lynn McDonald, Don Woodley, Carole Gabel, and Gary Van Horn.

Treasurer's report: the total net worth at this time is $79,537.16. This includes all CDs as well as the checks written today. Gail brought up a stipulation in the bylaws that the books need to be audited every two years and it is time to do that. It was mentioned that Phyllis Upright had done work of that sort in the past. Gail also mentioned that she had filed two secured liens against the Wade household for the homeowners' dues. There was one other that almost had a lien filed, but they paid just in time. Alan read the forms and found that the lien filers did not need to be present which saved our treasurer the trip to Bend.

Maintenance report: Craig and Lynn have started to mow the grass as it is starting to grow, and the airpark taxiways have been sprayed for weeds last week. There was much discussion about apparent vandalism at the intersection of Hoffman and Airport Way where the new grass has been planted – trucks have been digging their wheels in at this spot, causing ruts. Carole said that she would earnestly collect some money from the newer homeowners to help pay for the mowing that Craig is doing. The mowers have been sharpened and cleaned on the tractors during the off-season, so they are cutting better. As Craig has been questioned about the policy he has about spraying, he explained that if it's hanging over the concrete he sprays it – if it's not hanging over the concrete he doesn't spray it. Anticipated expenditure this year is not too high, as most of the problems were taken care of last year. The walkway next to McLean's property, which was to be repaved and widened last year, has not been done yet, so that could be done this year. Buzz Thede should be taking care of it (it will likely cost around $3000.00). Lynn mentioned that Buzz drove his forklift on the taxiway to deposit a hangar door and got stuck in the mud; there was no apparent damage, but if any is revealed later then Buzz might be liable. Lynn also said his tractor was holding up, but didn't know how much longer it was going to last.

Architectural report: a hangar has been approved for 756 Mooney St., and a house-only at the corner of Stinson and Stryker Road for Miles Towner. This is the lot with the drainage ditch. Towner had inquired about whether the Homeowners Association would put in a culvert. While his home was approved, there was no intention for the Association to move the ditch or put it in a culvert. Gail said he had talked with him, as he would live next door to her, and she told him that the ditch had been put there by Oregon Aeronautics when the airport was constructed. He seemed mollified at that point, but considering he's going through a divorce at this time he is probably going through a rough period. Also, Don mentioned Dick Paridee's resignation from the committee as of January 13, and that two other people (John Husser and Suzanne Milton) are showing interest in being members. The board needs to vote on these additions, so Don put the motion forward to nominate John Husser & Susanne Milton to the Architectural Committee. Gail seconded the motion, and all approved by voice vote.

Don also brought up the standards that were originally championed by the Homeowners Association, and that the footings for the hangar door section were not large enough to be up to current code. There was some discussion about making some new drawings to allow for current code specification, though no action was taken on that point.

Carole brought up the zoning east of the airpark being zoned heavy industrial, and that ISAS was going to undertake a change of zoning to light industrial. Alan said he remembered having a similar conversation some years ago, and was told at that time that it was going to change – it looks like the change never happened. Some more discussion centered around this point, but no action was taken.

Next, Alan went over the proposed changes in the by-laws that he had written up; the intention is to add clear language that will allow the Homeowners Association the right to collect the ingress/egress fee on behalf of the ODA. He was originally going to enlist the help of Aero Larson, but the National Guard has first dibs on his time these days. In the process of going over these changes, the following were found: page 12, sentence 2 ("article four section five") should refer to sections one through three, as there is no section five. Also on page 12, references to "article seven" will be replaced by "articles seven and four". Gary proposed that the changes proposed by Alan be italicized, to indicate that it is new text. The point about ingress/egress could be listed as item 1A, and included in a slip-in sheet in the by-laws until such time as a new book is printed. There would have to be a filing with the county so that the new fee would be part of the listing on the title, so that if someone hasn't paid this fee then the title will be clouded and cannot be conveyed. Vici Upton over at Key Title was mentioned as someone who would know how to go about this, or she would know who else might know. Alan wanted to get this hammered out in the next few months, as it needs to be in place by the end of this year – 2004 is when the existing fees get assessed through the Homeowners Association rather than

being paid directly to the ODA. Alan said that the best way to put this to the general membership is to protect each member from having to cover for deadbeat members who do not pay. He added that he was pleased that the ODA was continuing to support the smaller airports, and that the relationship needed to be encouraged with prompt and businesslike remuneration of the ingress/egress fees. This is to be sent out to the homeowners after the language is hammered out, and voted on at a general meeting to ratify it. Next step was to massage the language of the proposal a little more, and once that is done to set a date and time for the general meeting.

Some discussion ensued as to the current airpark residents who still had no hangar or tie-down area for airplanes. Referring to the by-laws, it is declared in open language that some kind of aircraft tie-down or hangar be in place within a year. It was decided to send letters to people in the airpark who did not have these things to ask when they were planning to come into compliance with the homeowner's bylaws. It was also decided that this should wait until after the issue of the by-laws change is settled.

The issue of trespassers who drive through the ditch onto the taxiway thinking it's an easy way back to the street was also discussed. The land this ditch is on is actually ODA property, so whatever we do has to be with their permission, though no difficulty was seen in getting this permission. Craig said he'd take a look at it and then state his ideas at the next meeting. One of his main concerns was something that would not harm planes but would be a deterrent to trespassing trucks or SUVs.

There was also some concern expressed about a gazebo recently constructed on Al Cleveland's property, which may be closer to the taxiway than allowed and may bang wingtips. Trees on the Nuchez' property are probably too close as well. It was suggested that letters be sent to those who are not in compliance on these points, though again it was thought wise to delay these notifications until after the vote on the ingress/egress issue.

The meeting was adjourned at 9:00 PM. Next meeting will be a general meeting for the evaluation of the by-laws change, to be announced later.

Respectfully submitted by Robert English, secretary

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