IAHA Meeting

June 11, 2003

The meeting was called to order at 7:10 PM by President Alan Wright. Present were Alan Wright, Gail and Dan Hill, Dewey Erlwein, Don Woodley, Gary Van Horn, Craig Cowles, Phyllis Upright, Robert English, and Andy Andersen.

All present read Alan's pre-prepared "explanatory statement", along with the suggested changes in the by-laws and CC&Rs. There were some clarifications made: the $500 fee is only after transferrence of title deed to a new owner (this includes the maintenance fee for that year), and the $100 fee is for yearly maintenance thereafter. Alan said that he had let Vici Upton over at Key Title read them over, and she found no fault with them, but Aero Larson's input (for legal proofreading purposes) could not be ascertained even after two months. Giving up on that, Alan asked if there were attorneys who could look this document over. Gary suggested George Jennings over in Salem, and there was agreement around the table that he had a good reputation.

Further clarification about ODA's policy regarding non-payment of access fees ensued: their policy can block all residents from access to the runway if any one member of this community decides not to pay. The proposed changes in the by-laws and CC&Rs are simply to allow the IAHA Board the power to put a lien on someone's property if they do not pay the ingress/egress fee, the same power the Board now has to collect the maintenance fee.

Gail had some recommendations, mostly having to do with spelling. Those suggestions would be incorporated with Alan's electronic version and would be in the next printing.

Alan said he would be visiting his in-laws in Spain this summer, so he would not be back in the area until August. The idea was to get these suggested changes in front of George Jennings. Phyllis made the motion that the document be brought to Mr. Jennings. Some discussion about cost ensued, and a cap of $1,000 (suggested by Gary) was added to the motion. Craig seconded. The motion passed by unanimous voice vote. Gary and Gail agreed to be the ones to bring it to Mr. Jennings, with the idea that it would be ready for Darren Griffin at ODA to go over in September.

Maintenance department: the south ditch is looking good, thanks to Lynn McDonald's bulldozing work. Spraying all through the airpark including the north end is ongoing. An unnamed resident of the north end has purchased their own tractor so that they will be mowing their own section. A pressure-washer has been purchased, which operates at around 2600 psi, which is available on-loan to airpark residents (after they sign a "hold-harmless" agreement). This can be used to hose moss off of roofs as well as concrete cleaning. Instructions for each particular job are included with the agreement. The machine cost the Association about $430.00 with the extra hose. Dewey asked whether this was to be used on Association property, or whether it was to be used more for the use of residents. It was explained that the connecting sidewalks between runways, which are Association property, do need to be cleaned periodically. Alan asked if we need a policy for individual members using Association equipment, and Craig responded that all of these contingencies were in the "hold-harmless" agreement. Alan suggested an inventory be taken of the items that the Association has.

Treasurer's report: Gail reported a bottom-line balance of $78,410.88. She just received a fee from the Hamiltons who had purchased a lot, and that the Shus had donated $50.00 toward the hamburger feed at the Memorial Day fly-by. The relatively high amount in the checking account, $18,539.02, was discussed – Gail said she would investigate moving most of that to an interest-bearing account where liquidity was still viable (i.e. not a CD).

Dewey passed around a breakdown and history of runway paving in order for the Board to begin to formulate a timetable for repaving work. The bottom line was that we need to accumulate $10,400 per year in order to have enough to repave in the year 2012 and 2018. According to the amounts suggested on the sheet, we appear to be on track toward this end. Discussion turned to the future acquisition of a small plot of land to build an Association meeting place / storage building, which had been discussed at some meetings previously but no action had ever been taken on this point. The formation of a committee was suggested, and there were three immediate members ushered in: Gary, Dewey, and Phyllis. Gail made it clear that the existing funds that have been collected are definitely earmarked for taxiway paving and other maintenance costs, so any monies involved in this suggested enterprise will have to come from somewhere else.

Architectural: There would be a meeting this week to discuss house plans for a new house on Luscombe, and there will be another new unit going in on Airport Way soon. There was some discussion about various building projects around the airpark; pole buildings (there are a few hangars of this type, but all of them have concrete foundations which was insisted on by the architectural committee), and siding were the main topics. Al Cleveland's gazebo, which he insists is 20 feet back from the line, is considered to be off by about five feet and may encroach on the taxiway. Alan asked what means the Association has to force action on someone's part, and Dewey said the only recourse is civil action. Lots of discussion was entered into about what kind of "teeth" the Association has, as well as the original reason for insisting on the 20-foot distance from the taxiway. Don advised that "picking our fights" was a good idea, and that the gazebo wasn't worth fighting over – a hangar would be. Gail rejoined that the liability of the Association was an issue. The consensus was to write Hal a letter saying that the Association considered his gazebo to be too close to the taxiway, was not reviewed by the Architectural Committee, and that the Association was absolving itself from any damage that might happen as a result. That would take the Association off the hook from a legal standpoint.

Andy had a report from the ISAS group: he commended the IAHA group for helping to make this airport one of the best and most functional in the nation. Other developers and association boards are looking to Independence Airport for answers as to how it can be done. Andy also gave a brief synopsis of what transpired at the last ISAS meeting – a presentation on possible future development of the land surrounding the airport, to the west and the north, as a proactive deterrent to any potential development in those areas which might be hostile to the airport. There will be a survey on possible uses for this land, and Gail was asked if she would assist with this as she did previously. She said that she would if it did not conflict with other plans. There was lots of discussion about the types of development that might occur, including the assisted living units proposed by Capitol Manor, and Alan said that whatever development occurs should have the same stake in keeping this airport as an airport otherwise priorities might change.

The meeting was adjourned at 8:57 PM. The next meeting was unscheduled, but it will probably be in late August or early September.

Respectfully submitted by Robert English, secretary.

Meeting061103.doc