

IAHA Board Meeting

October 1, 2008

The meeting was called to order at 7:06 PM by President Kelly. Present were: Dave Martin, Keith Moes, Kelly Wilson, and Robert English. Alan Wright arrived later. Guests included Norm & Rita Farb, Joe Dubner, and Forrest & Rena Peck. Since there was not a quorum at this meeting it was considered as advisory only.

This meeting was a continuation of the proposed changes to the IAHA CC&Rs for the December ballot, as the previous meeting on September 10 did not finish that business:

1) Article 6, section 2: Fences, shrubberies, and setbacks. The word "shrubbery" should be changed to "plants." A clarification was requested about the hangar completion time: while there was a line about finishing a hangar project within a year (once started), there was confusion about a specific stipulation that a hangar or a pad project had to be started within a year. After much discussion, it was decided to add a line about hangars or tie-down pads be required within a year of the start of house construction. The phrase "tie-down area" is to be inserted after "sidewalks."

Wording in Article 6 section 2 involving taxiway repair was discussed, and it was decided to add the following: "Repairs are to be coordinated with, and approved by, the Maintenance Committee."

There was also some discussion about the use of the word "reasonable" as written in various places in Article Six. For instance, whether or not a construction crew didn't clean up their site within a "reasonable" time constituted a lack of specificity. It was decided that the word "reasonable" gives the Board a certain latitude of action in situations where it had to act, so the language was considered good. No changes were suggested.

2) By-Laws Article 6, number 3: Terms of Service. There was a question about how a person went about submitting their name for election to the Board. While the annual election of officers is mentioned, there is no description of the process. A phrase about submitting one's name to the Board in writing by a certain date, as well as the nominations from the floor which have always been entertained, was requested to be added to this section of the ByLaws.

3) Addendum 1.A: Rear Lot Setback. The restriction of twenty feet, with the exception of hangars oriented east/west, was discussed: it was suggested that it be uniformly restricted to fifteen feet for all, rather than twenty for those with north/south hangars and fifteen for those with east/west hangars. After much discussion, it was suggested that it was a loaded question right now and that it was best to table it. No action was taken on this point.

4) Article 4, section 6: The phrase "Aeronautics" be removed when it appears since that organization no longer exists.

OTHER POINTS: There was a mention that Buzz Thede's earth-mover had been sitting for two or three years on a vacant lot, and that repeated requests to him that it be moved have been verbally acknowledged but never performed. Dave said he had a good relationship with Buzz Thede and would have a talk with him the next day.

There was also some discussion about whether the lot next to the Illinois house (currently being built by Buzz Thede) has adequate clearance to the taxiway. Thirty feet of clearance is not enough for a Cessna; there

needs to be forty feet. While the current builder agrees that whoever builds on that property will have an easement so that a plane could fly in and out, there is no guarantee about what future owners would do. A look at the plats showed that the vacant lot doesn't have regular access to the existing taxiway. While there was a perceived need for IAHA to monitor the agreement to make sure that this easement be granted (whenever that lot is actually developed), no new language for the CC&Rs was suggested.

Kelly said he would type up the suggested changes and present them at the next official IAHA meeting, October 23 at 7 PM.

The meeting was adjourned at 8:52 PM. Submitted by Robert English, secretary.

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