

IAHA Meeting

July 22, 2010

The meeting was called to order at 7:00 PM by President Gary. Present were: Herb Jolliff, Gary Van Horn, Andy and Connie Andersen, Keith Moes, Gail Hill, Rena Peck, Kelly Wilson, Craig Cowles, Robert English, Dave Martin, John Horn, Jim Hubule, and Alan Wright.

SECRETARY: The minutes of the last meeting in May had been posted on the Web site as draft minutes, and everyone had a chance to read it. There were no corrections. Dave Martin made the motion to approve the meeting minutes as posted, and John Horn seconded. All approved by voice vote.

Gary asked that the Secretary include the motions that had been voted on by email regarding the taxiway repaving: the first was on June 24, when a motion was made by John Horn and seconded by Herb Jolliff to accept Craig Cowles' suggestion to hire Roger Langeliers' Construction Company (Hillsboro, Oregon) to fill/seal the taxiway cracks. Voting by email, the vote was affirmative from all Directors. Then, on July 7, a motion was made by John Horn and seconded by Gary Van Horn to accept the proposal by Langliers to rout and fill the taxiway cracks at \$ 1.23 per foot for a total price of \$3,983.97. All Directors approved by email vote.

TREASURER: The balance sheet for the first six months of 2010 was passed around. The liens voted on in May have been filed. Herb Jolliff made the motion to approve the treasurer's report, and Dave Martin seconded. All approved by voice vote.

MAINTENANCE: Craig thanked John for suggesting that IAHA "route" the taxiways, and then went on to explain what that meant and why that method of crack repair is much more thorough than what we have been doing recently: they re-cut the crack into a "V" shape and fill that with a FAA-approved rubberized crack filler heated to 400 degrees, making a nice flat repair that expands and contracts with the asphalt. The work will be done in the third week of August. \$3,984.00 is the price for all of the cracks in the entire taxiway system: they're not seal-coating this time. Craig fielded several questions from members; some had seen the DVD that the vendor had provided showing how the process works. Cones will be placed in front of the various taxiways when work is in process, and when the work is done (about an hour later) the cones will be removed.

The ditch in back of Amos' house was next on the agenda. Craig said we cannot wait too long to repair this, as the rains will resume in a couple of months. The best method is to put a 40-foot pipe in and connect it to the existing concrete collars, then fill the cracks with dirt to make it even with the sidewalk. Gail Hill said that she hired a surveyor to make sure that the ditch was on her property before putting the pipe in her section of the same ditch. Behind Amos' house, the ditch is evenly divided between IAHA property and Amos' private property. The Ash Creek Water Control District, plus the City Manager, were out here to go over the engineering of this ditch system: the West end drains into that ditch, so it is part of the greater drainage system, and that the ditch is the responsibility of the Airpark since it drains Airport property.

Craig said he felt strongly that the ditch needs to be fixed, and that it is straightforward & simple to do so. Buzz Thede said it was \$2,450.00 to repair it, and Craig recommended that it be done. Gail said that she found out from an attorney that the Ash Creek Water District, not IAHA, has full responsibility for the drainage ditch. Gary asked that Gail share that letter with the IAHA board, and Gail said she would. Alan Wright said he had two concerns: one, that the particular section of the ditch behind Amos' house is not

necessarily more dangerous than any other section; and two, the drop across that section is not enough to carry the flow. To piecemeal this pipe in small sections like this may not improve the situation but might make it worse, and more study is necessary. Lots of discussion ensued about the various sections further along the same ditch, other ditches in the area, and where responsibility for erosion begins and ends for IAHA. John asked if the CC&Rs say that the owner of the property is responsible for their section of the ditch, and Gary said that yes, it did. John said that if IAHA puts money into this section then anyone further down could say that subsequent problems are IAHA's fault: we don't want that. Rena concurred with John, that each owner should be responsible for their own section of the ditch. Dave made a motion that IAHA look for bids from licensed Civil Engineers to make a design study, evaluating the entire length of the ditch. Discussion centered around the going rate for Civil Engineers, which amounts to a blank check. Gary said Ash Creek Water has a Civil Engineer on payroll. With that, Dave retracted his motion, and John made the motion to pursue the matter with Ash Creek Water District. Herb Jolliff seconded. All approved by voice vote.

Gail Hill had a request regarding Salem Seal-Coat, who she hired to re-do her own ramp with two coats: her property does not have access to the street, and she asked permission from IAHA to access her ramp from the taxiway. Eight other homeowners may also hire Salem Seal-Coat to do the same to their ramps. Dave made the motion that, pending a letter from each household and the Seal-Coat company that they accept the responsibility for any potential damage, this request be approved. After some discussion, the Maintenance and Architectural chairs need to be in on this, the motion was amended to have the letters sent to the Architectural committee. John said that the Board needs to be receptive at times like this when a homeowner needs to do maintenance on their property. Further discussion focused on the fact that this is covered through the CC&Rs and was a motion even necessary. Since proper procedure is already being followed, the motion was withdrawn.

ARCHITECTURE: meeting was on the 14th of June, with the Stockbergers addition on their house. Buzz Thede is doing this addition, and the foundation is in.

OLD BUSINESS: Rena shared the results of the poll in the last Loud and Clear, saying that only seven people responded to the poll, which was not considered a significant number. Gail said that there are some people on her street that don't have computers at all, and that an electronic-only version will leave them out. After some more discussion, the decision was officially tabled until next meeting.

The Ice Cream Social is scheduled for August 15, and Gary asked if there was sufficient funding for the ice cream as some individuals would want to contribute toward it (especially if they love ice cream). Rena said she would let Gary know.

The Airport Combination Committee reported that members of the North object strenuously while those in the South don't seem to care one way or the other. Gary suggested the issue be dropped and the current arrangement be kept.

The upcoming Oshkosh meet has an event on July 27 featuring questions and answers with an FAA administrator. The FAA may or may not announce their new policy until after the Oshkosh meet. Lobbyists focusing on the TTF issue are waiting for the FAA to announce this new policy, so there is no news on this front yet.

NEW BUSINESS: Herb Jolliff asked when the Board would re-evaluate the homeowners' dues and maybe increase them due to upcoming taxiway repair. John said that a definite plan would have to be drafted first about how much money would have to be spent over how much time, how much more money will be needed to finish that job, and then a dues hike be proposed based on those projected expenses. No decision was

made at this time.

The EAA has approved the IAHA using their building for meeting for \$25.00 a meeting. This was considered fair. Dave Martin made the motion to approve this, and John Horn seconded. All approved by voice vote.

Andy said he had several years worth of minutes of the IAHA when he was secretary, contained in many boxes, and wondered if it was of any value as a source of information or if it should just be dumped. After some discussion, Andy said he would continue to store the boxes. He also said he visited New Zealand a couple of years ago, and a community in the North Island is very interested in starting up an Airpark neighborhood there. Some of them will be visiting here in the next couple of months. Gary said he would like to talk to them when they arrive.

Gary asked about compiling the ballots, which is going to be coming up soon: nominations need to be made at the October meeting. John said he would ask the Krummells if their hangar would be available for the year-end meeting.

Gail Hill mentioned that she uses the County database to double-check the full legal name of the property owners for the yearly roster, and they have now instituted a \$20 fee this year for access to that database. That fee will be part of the billing for the roster expenses when the 2011 roster is printed.

ADJOURNMENT: The meeting was adjourned at 8:57 PM. The next meeting is set for October 28 at the EAA hangar. It will take place after the Polk County Pilot's Meeting is over, which should be around 8 PM.

Respectfully submitted by Robert English, secretary.