

IAHA Board Meeting

April 28, 2011

The meeting was called to order at 7:06 PM by President Gary. Present were: Alan Wright, Gary Van Horn, Rena Peck, Mark Matthews, Herb Jollif, Kelly Wilson, Dave Martin, Craig Cowles, Robert English, John Horn, and Jerry Licata.

SECRETARY: The draft minutes have been posted on the Web for a couple of months for people to view and make corrections. *Herb Jolliff made the motion that the minutes be approved as posted, and Dave Martin seconded. All approved by voice vote.*

TREASURER: Rena passed around a printout of the balance sheet, showing that we actually had to pay about \$700 of taxes as a non-profit organization, which started a lot of discussion around the table. We are technically a 501-C-4 organization, not a charity, which means we do pay some tax. Rena said she would look into it and get back to us with specifics on the director's questions. She also said that she had four owners who have not paid their homeowners dues yet, and each of their properties in question has liens on them for the due amount.

The subject also came up about having only one signer for the checks when they need to be written; currently there is need of two signatures on a check out of the five possible. After some discussion on both sides, Craig made a motion that one signature could be allowed if the check is under \$500, and Dave Martin seconded. John Horn said that the upper limit should be \$200, and more discussion followed. Dave then withdrew his second of the motion, then made another motion that the amounts up to \$400 be allowed for one signature providing that it is a reimbursement. That motion failed for lack of a second. Then *Alan made a motion that Craig's maintenance "kitty" be upped to \$500, and the number of signatures on the checks be kept at two (as it is now). Herb Jolliff seconded the motion. All approved by voice vote.*

MAINTENANCE: Currently there are some cracks on all of the taxiways. Gary had a spreadsheet with projected allotments for taxiway repair from 2012 to 2020, for illustration purposes. This allows for resurfacing the taxiway system one at a time, in an 18-year cycle, doing one taxiway every two years. This would be a net loss of about \$3,500 per year. Gary stated that if we were to raise the homeowner dues by \$50 per household per year, then the project would not reduce the bank balance below what it is now. More discussion ensued. Craig described what his favored "CarbonSeal" process would involve, grinding the old slurry coat off and placing a new recoat in its place, lasting from 5 to 10 years. There was lots of discussion around the projected details of this project. After the details are worked out, the taxiway resurfacing plan must be fully explained to the membership at the year-end meeting. Gary said he would refine the numbers in his spreadsheet. There may also be a special board meeting on this issue before the scheduled July meeting. Alan suggested going to another customer who has had this process done, somewhere in the NorthWest ideally, and find out how well it holds up in this area. Craig said he would talk to the company that sells this sealant to see if there is a client that has had this done within the last five years that we could talk to. John said it would be good to fix the North-South taxiway by bringing in a brush-truck to clean it up and then seal the cracks. *A motion was made for Craig to hire the companies that would do this work for the North-South taxiway, up to \$750. All approved by voice vote.*

A rough plan for the ditch issue has been worked out in a meeting with ODA and railroad representatives, since this drainage affects the rail-bed also. The way the rain has been falling around here it may be a while before the taxiway ditch is clear enough to work on. The tentative plan still needs City participation.

PRESIDENT'S REPORT: The FAA issue is coming to a head in Washington, as the current bill to re-authorize the FAA (as passed by Congress) contains language that explicitly allows TTF access for residential airparks, but the Senate version of the bill does not. The next step is to go to a Joint Conference Committee to iron out the differences between the two houses. Oregon's Senators, Wyden and Merkley, have written a letter to the ranking members of the Conference Committee in support of retaining the House Passed "guidance" to the FAA on this issue. With any luck, this "guidance" for the FAA will survive the Conference Committee process and the Residential TTF access issue will no longer be a reason for the FAA to threaten airport Sponsors (the State of Oregon in our case) with non-compliance for Grant Assurances. A copy of the specific language and the letter from Wyden and Merkley has been distributed to Airpark Residents via the Block Herald Network.

In other communications, Gail Boyle has sent a letter saying she is concerned with the lack of participation in providing articles for the "Loud and Clear" newsletter. She is looking for someone else to edit this newsletter as time is getting tight. Gary said he would be drafting a letter to send through the email network about this issue.

ADJOURNMENT: *John Horn made the motion, and Herb Joliff seconded. The meeting was adjourned at 8:25 PM.* The next scheduled meeting is on July 28, at the EAA hangar at 7:00 PM. Respectfully submitted by Robert English, secretary.