

IAHA Board Meeting

May 29, 2002

President Alan Wright called the meeting to order at 7:20 PM. Present were: Buzz Thede, Gail Hill, Alan Wright, Robert English, Lynn McDonald, and Craig Cowles. Phyllis Upright arrived after the meeting was underway.

This was a special-purpose meeting, so there were no reports for the Treasurer or Secretary. Alan stated the concern before the board, which was that people on the south end of the airpark are planting lawn right up to the edge of the taxiway. They are not leaving the prescribed 18" of gravel alongside the asphalt, thereby shortening the life of the pavement on those taxiways. There is nothing specifically in the CCNR booklet about this, and the purpose of this meeting is to come up with a workable policy and institute it.

After hearing lots of stories about what some people have done with this border at the airpark, and showing photos of what happens to taxiways that are not properly maintained, the relationship of planting and the rapid erosion of asphalt was well established. This was followed by some discussion about what kind of standards have been followed in other areas, such as state maintenance of roads.

It was ascertained that the road surface could be also affected by root incursion, but it was the road bed (the gravel underneath the pavement) that was most clearly in danger from grass growing at the edge. One option (that some have tried) is concrete at the taxiway edge, rather than gravel, however the depth of the concrete needs to be specified for optimal effectiveness. Nominal would be 3½ inches, but the board decided that it needed more information on this particular topic before it could make a decision. The major issues here seem to be consistency as well as best practice. Both of these point to gravel border rather than concrete.

When people start to build, they are told about the 18" border in a letter from the Architectural Committee, but the existing verbiage in the CCNR booklet (page 23) is vague on this point. Craig passed around a revised page 23 for discussion. One of the new conditions is that perforated pipe be put alongside the taxiway to remove water. Various types of pipe were discussed, and this wording was modified to exclude the word "perforated". After ascertaining that we had the authority to impose these new rules, but only for the taxiway property (which is community property). In fact, the IAHA has the obligation to impose rules which allow the proper maintenance of community property. There does need to be a general meeting to inform people of what is going to happen, however.

Discussion next turned to how the subject would be presented, both in publicity for the meeting and the meeting itself. The flyer was agreed to take this form: to present the problem, state specific areas in the airpark where this is a problem, invite people to look at these areas, then state the time and place for the general meeting to discuss this issue. The actual voting for the change to the CCNRs would be at the December general meeting, since everyone attends these meetings anyway.

Drafting a letter and setting the date were the next items of discussion. Board approval for the letter draft was agreed to be a good idea. There will be another meeting one week from today to look over the letter and to finalize the details of the meeting. That will be Wednesday, June 5, at 7:00 PM.

The meeting was adjourned at 8:50 PM.

Respectfully submitted by Robert English, secretary.

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