

IAHA Board Meeting

June 5, 2002

President Alan Wright called the meeting to order at 7:00 PM. Present were Craig Cowles, Don Woodley, Carol Gabel, Gail Hill, Dick Paridee, Lynn McDonald, and Andy Andersen. Phyllis Upright arrived while the meeting was underway.

The minutes of last week's meeting were passed around, and Gail Hill made the motion to approve the minutes as read. Lynn McDonald seconded. All approved by voice vote.

The pictures which were shown at the last meeting were brought out again for the review of those attending who were not at last week's meeting. It was further explained that the current taxiways are in fact overlays on top of the original taxiways, so the original gravel bed has not been disturbed since the taxiways were first made.

Alan passed around copies of a letter that he had drafted which presented the information that we had gone over in the previous meeting.

When talk came to the possibility of a general meeting on this subject, the point was brought up that it is the Board's responsibility to set and maintain policy. While notifying the homeowners is a nice thing to do, bringing them in on the decision is not necessary since the Board has the job of doing what is necessary to maintain the common property (which includes the 18" section of gravel alongside the taxiways).

Putting this into the CC&Rs requires a vote of the membership to institute, and that is the only reason that the Board would need to solicit the approval of the Airpark residents. If our properly maintaining these taxiways requires this change to the CC&Rs, then this amendment needs to be made. If the rule can be made without changing the CC&Rs, then it would be well within the Board's authority to do so. Reviewing the CC&R booklet, it calls for a simple majority to amend the by-laws, but also (on page 9) sets the authority of the Board to "manage property of the Association". The diagram on page 29 of that booklet, which shows the taxiway and 18" border, shows the essence of the policy being considered. A suggestion was made to simply modify this drawing to make the 18" border area plainer.

The question was raised as to whether some of the current taxiway gravel needs to be redone along the edge. Some of them do need to be redone, but it's not a serious problem yet. There was some more discussion about what kind of material might be better than gravel, and various sizes of gravel points, and this size of gravel was confirmed to be the most economical while providing the best road bed. There was also some discussion about the pipe used in the drainage ditch along the taxiway, if that should have to be replaced anywhere, and the 8" standard was confirmed.

An idea was put forward to publish the informational letter along with the next newsletter that goes out, and then to individually contact specific people who are in violation of this standard. The general meeting for approval of this measure would not be pursued in this case. Another idea was to go to the violators individually before the letter is published, so that they can get into compliance beforehand. This was strictly informational, however, and the first idea (to publish and then contact) was the one that was decided upon.

In other business: Andy Andersen briefly went over the ingress/egress proposal as presented in Harry Bladow's letter (which was passed around). Some discussion of this issue ensued, the general agreement being that the proposal (per lot rather than per-airplane assessment) was a good one. A letter from IAHA, to accompany the one already prepared by Harry Bladow, was requested in lieu of actual attendance of the meeting at the Eagle Crest lodge in Redmond. Some discussion followed as to what form the letter would take, and what concerns would be expressed in it. The main concern that emerged was whether the collected money would be used to help maintain the airport or would be used elsewhere. An early detail emerged from this discussion, that the FAA didn't want the Independence airpark built in the first place, but a fee was assessed per lot from the beginning in order for this airpark to be self-sufficient. There was much more discussion about various types of fees and how they might be assessed. The main headache is how to

administer a per-plane assessment, that a per-lot fee would be easier since no one needs to look in anyone's hangar to see if they have a plane or not. The fact that this plan has no equality for those without hangars is a concern however.

Alan asked whether he'd be writing this letter on the Board's behalf, and who wanted to review it once he had written it. Andy replied that the requested letter would be on behalf of the IAHA Board, and also suggested what form the discussed concerns could take. Alan said that if anyone wants to see a copy of the letter before he sends it out, that they should e-mail him and he would send it to them for review.

The meeting was adjourned at 9:17 PM. Next meeting is to be on September 9 at 7:00 PM.

Respectfully submitted by Robert English, secretary.

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