

March 2012 Meeting Minutes

The March 2012 meeting was called the order by President Bryan Reightley. 18 members were present as was Honorable founding father Doug Hoff. Bryan announced the club officers:

President - Bryan Reightley

Vice President - Jim Reynolds

Treasure - Rick Hanners

Secretary - Vaughan Houser

Field Safety Officer - Vince Bell

Newsletter Editor- Ron Swift

Webmaster - Ron Rueter (absent)

Field Manager - Jay Bell (absent)

A motion was made to accept the minutes from the previous meeting as written in the newsletter. This was seconded, voted on, and passed.

Officers' Reports

Vice President - Jim reported a conversation he had with one of the Arlington Eagles members regarding a joint Fun Fly event with the Buzzards. The members present thought this was a good idea to pursue. A proposal was offered to include an auction with the Fun Fly. Jim was going to do more investigation to determine if this was something the Eagles would approve and provide a date.

Jim asked about the annual "builder's contest." To date, it is not known if anyone has submitted an entry.

Secretary - Vaughan reported he had received the AMA charter document for the club and was waiting on the insurance document.

Treasurer - Rick Hanners reported that the Buzzards are in good shape financially. (For your information, the actual dollar amount is reported at the meeting. If you desire to know that amount either send me (Vaughan) an email or a phone call.) As of tonight there are 43 paid members 49 members in total including club officers. After tonight's meeting the dues will be \$110.00 to become a member.

Safety officer - Vince reported that there is nothing new.

Field manager - Jay Bell. Jay was absent so Bryan talked about the experiment he and Jay conducted in purchasing, delivering, and distributing about 7 cubic yards of hog fuel. This was a follow-up to Bryan's note sent out earlier this week. Bryan explained how he had wanted to learn the effects of the hog fuel applied in muddy areas of the access road. Distributing the material was not difficult. Once applied, the affected areas stabilized substantially, leading Bryan to conclude this approach was cost effective and a viable solution. The cost is about \$9.00 a cubic yard.

Newsletter editor - Ron requested members to provide photos and/or articles to publish in the newsletter. There is plenty of space to fill.

As always, if you have a need for a hard (paper) copy, let Ron know and he will send you one.

Webmaster - Ron Rueter was absent. However, he keeps the website current with any news.

Old Business

Bryan then called for old business:

Weekly status reports on the new field development. Rick reminded the board that in the Fall of 2011 it was agreed that a weekly status would be written and sent to the membership. In reality, this has not happened on a regular basis. Bryan replied that he will provide status, send a note to Vaughan, who will send it out to the membership.

Bryan reiterated that the goal is to achieve the goal of a flyable site. Currently, even though access is an issue, the field is open to members to use for flying. (The caveats include entering at your own risk, due to the wet condition of the land. Additionally, hand launched electric airplanes are the only ones you should expect to fly.)

Bryan's Field Development Plan. (See attached) [Secretary Vaughan Houser's editorial caveat: The following is a description of what happened and is written through his eyes. As such, what is recorded is through Vaughan's lens.] President Bryan Reightley began by comparing construction/development work in the residential versus commercial

world to explain the emotional and logical application to both scenarios. Residential construction projects tend to be more emotional as the buyer, soon to be owner, is personally involved. Commercial applications tend to be more functional in nature (not that they are totally impersonal) but tend to be more logical in nature. The budgets associated with both can either be matter of fact or emotionally charged as the case may be. Bryan has learned through the experience of acquiring a new field there tends to be a blend of both. Some individuals are perceived to be more pragmatic. Others are perceived to be more emotive in the decision making process. The difficulty is in coming up with a plan to present and proceed with through implementation.

Bryan did acknowledge a sort of breakdown in communication in terms of expectations, updates, etc., for which he apologized. That said, this project is a learning process. Moving forward, Bryan expressed his desire for consensus on decisions for which he proposed.

During the course of Bryan's presentation of his "Field Development Plan" there were interruptions and pushes for attending members to vote on line items as were presented. Bryan entertained conversation on items (See the plan attached.) He, however, brought the meeting back to focus to continue on with communicating his entire plan before any motions were made.

Here are some of the discussions presented during Bryan's presentation of the plan:

Ron Swift desired to see a larger runway and thought a 300 foot runway was not long enough for some of his larger airplanes. The response was that the runway was closer to 350 to 375 feet in length. Ron also presented his desire to see the runway be the top priority. This generated some conversation about which one comes first, access road or runway. Ron also wanted to see solicitation from the community to acquire donations to support the Buzzard's endeavors.

Jim Reynolds brought up the risk of distributing concrete/asphalt crushed material on farm land and being in compliance with county codes. The response was that this was vetted with the county via Arleen and deemed permissible. Further discussion revealed the approach of using the hog fuel first, which isn't a county issue, to learn how well it will hold up before purchasing and distributing the concrete/asphalt material. Compliance with county code for the use of concrete/asphalt material would be directly verified before it would be purchased and used.

Several members asked about the six month trial period. Rick Hanners read the section in the agreement dealing with the trial period, which currently goes through the end of April. At that point, the club is committed to pay Arleen \$1,000 for that six month period and the five year lease agreement is activated requiring the club to pay the first annual \$2,000. Depending on the durability of the hog fuel and the ability of members to fly in the next month or so, might result in a renegotiation pointing to extending the six month trial period. So, the urgency is on having a reliable access road and a flyable runway.

Bryan was able to completely go through his field development plan. Then he presented the club with the options from which to make a decision. A motion was presented to proceed with the purchase and application of hog fuel [in order to make the access road stable enough for members to drive on with confidence]. The motion was seconded and voted on. The motion passed with one nay vote.

Subsequent to the vote, a decision was made to hold work parties for Saturday and Sunday (March 17th and 18th). The plan is for Bryan to show up Saturday with about 5 cubic yards of hog fuel at 10:00 AM. If he is unable to secure the trailer, he will have the materials delivered. Vaughan will send out a note to members on the upcoming work party dates.

New Business

By-laws revision. Rick then made a motion to change the by-laws section pertaining to club officers being exempt from paying dues. In essence, the requirement is for all members to pay dues. Rick proposed this as necessary during hardship times. The club is currently below the threshold of 55 members and has seen a decreasing trend the past few years. The motion was seconded and will be revisited during the April meeting.

Indoor flying site Al Schmidt presented information regarding the "Snohomish Soccer Dome" as a potential site for flying small electric aircraft indoors. Here are some of the highlights:

Indoor field measures 179 feet in length, 85 feet wide, and 33 foot ceiling.

Upstairs viewing of entire field.

Approximately 6 feet of space on east side of field (between side of building and field) running the length of the field, which could be used for table setup and aircraft charging.

Bathroom facilities.

Beer, pop, a variety of food and candy sold on west side of building.

Small meeting area next to beer and food area. Approximately 10 feet wide by 20 feet long.

A 20 foot by 70 foot meeting area upstairs available for a cost.

Would need to provide information on insurance coverage for use.

Winter weekend rates are \$100.00 per hour through the end of April.

Summer weekend rates are \$60.00 per hour starting first of May.

Monday, Wednesday, Thursday, and Friday 6:00 AM to 3:00 PM \$60.00 per hour.

Advanced flying date notice (several months) could allow for rate to drop to \$50.00 per hour.

There is potential to move some of the cost per hour down if our club could commit to a recurring use of the field each month.

No limit on number of individuals whom may use the facilities relative to cost projections.

Thank you Al for sharing this information.

The meeting officially adjourned at 8:35 P.M. The next meeting is Tuesday, April 10, 2012, 6:30 P.M. at Alf's Pizza in Monroe.

The club newsletter is available on-line. If you still want to receive a "hard" copy, please, contact Ron Swift (425-788-6045).

Respectfully submitted by Vaughan Houser, Ph.D. BBMAC Secretary.