

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11

KERRVILLE-KERR COUNTY JOINT AIRPORT BOARD

Regular Meeting

Monday, January 17, 2011

8:30 a.m.

Airport Terminal Conference Room

1877 Airport Loop Road

Kerrville, Texas

12 MEMBERS PRESENT:

Stephen King, President

13 Fred Vogt, Vice-President

Tom Moser

14 Mark Cowden

Corey Walters

15

AIRPORT BOARD STAFF PRESENT:

16 Bruce McKenzie, Airport Manager

Laurie DeJohn-Ermey, Executive Assistant

17

COUNTY STAFF PRESENT:

18 Jonathan Letz, Commissioner Pct. 3

Guy Overby, Commissioner Pct. 2

19 Jeannie Hargis, Auditor

20 CITY STAFF PRESENT:

Mike Erwin, Finance Director

21 Todd Parton, City Manager

22 VISITORS:

Ilse Bailey, Airport attorney

23 Robert Collier, Mooney Aviation

Harry Cook & Stan Kremp, Civil Air Patrol

24 Joe Kennedy, Kerrville Aviation

George Stieren

25 Rick Steadham

2

1  
2

I N D E X  
January 17, 2011

PAGE

3

CALLED TO ORDER

4

1. VISITORS FORUM 3

5

2. DISCUSSION AND POSSIBLE ACTION:

6

2A Monthly Financials 3

7

2B Proposed construction of new parking lot 9

8

2D New Airport Sign Located on Airport Loop 12

9

2C Mooney ? Environmental Closure Process 21

10

2E Proposed Location for New Hangar Construction  
(Private) 29

11

2F Hangar space for Civil Air Patrol 44

12

2G TexDOT Aviation Awards 68

13

2H Strategic Initiative 73

14	2I Drainage/Taxiway Project Ribbon Cutting-Grand Opening	81
15	3. INFORMATION AND DISCUSSION:	
16	3A Fire Flow Enhancement Project	83
17	3B Drainage/Taxiway update	85
18	3C Mooney hearing	87
19	3D Master Plan meeting today @ 10:30 a.m.	89
20	4. EXECUTIVE SESSION	--
21	5. ADJOURNMENT	89
22		
23		
24		
25		

1 On Monday, January 17, 2011, at 8:30 a.m., a regular  
2 meeting of the Kerrville-Kerr County Joint Airport Board was  
3 held in the Airport Terminal Conference Room, Louis Schreiner  
4 Field, Kerrville, Texas, and the following proceedings were  
5 had in open session:

6 P R O C E E D I N G S

7 MR. KING: All right. I'd like to call the meeting  
8 to order of the Kerrville/Kerr County Joint Airport Board,  
9 Monday, January 17th, at 8:30. Regular meeting. Item 1,  
10 visitors forum. At this time, any person with business not  
11 scheduled on the agenda may speak. No deliberation or action  
12 will be taken on these items because Open Meetings Act  
13 requires items to be posted for 72 hours before the meeting.  
14 Visitors are asked to limit presentations to three minutes.  
15 Would anyone like to speak? No one being heard, we'll move  
16 to Item 2, discussion and possible action. The monthly  
17 financials. Jeannie.

18 MR. MOSER: She just walked in and she just walked  
19 out.

20 MS. HARGIS: Just walked in and walked out.

21 MR. KING: Jeannie, you're up.

22 MS. HARGIS: I'm up.

23 MR. KING: We don't even have minutes?

24 MR. McKENZIE: No, it's all verbatim now, posted on  
25 the web site.

1 MR. MOSER: No minutes to approve; we're relying  
2 on...

3 (Low-voice discussion off the record.)

4 MR. MOSER: Where do we see the minutes? Oh,  
5 they're in here. We just don't approve.

6 MR. McKENZIE: They're on the web site.

7 MR. MOSER: On the web site also. That's what I  
8 was asking for. Web site.

9 MS. HARGIS: I think all of you have a copy of your  
10 financials as of 12/31. And the balance sheet reflects you  
11 have 308,936.41 in the operating account. The second page is  
12 the beginning of the income statement, which is your revenue.  
13 For this month, we collected 17,412.97, for a total  
14 year-to-date of 117,756.77. Page 3 is the salaries for the  
15 month. Page 4 continues our expenses, that category. Again  
16 on Page 5. Total expenses to-date, 6,626 for the transfers.  
17 Last page, which is Page 6, the total is 27,154.75 for the  
18 month, leaving -- and so far year-to-date, I think this is  
19 the total for the supplies and that particular category. The  
20 next page, which is Page 7, is the construction account. We  
21 have 317,592.94. No revenue reported. We didn't have any  
22 expenses. We did have one that came in after -- right at the  
23 beginning of the year, but it's not reflected here. And then  
24 we have the -- your construction and progress report, which  
25 again backs into that, which is 317,592. We did have a big

1 check come in for the contractor after the -- in January,  
2 around the 7th of January, which is being paid. I believe  
3 it's around 69,000.

4 MR. MOSER: Hey, Jeannie?

5 MS. HARGIS: What?

6 MR. MOSER: Would it be possible to get this in  
7 advance of the meeting?

8 MS. HARGIS: Sure.

9 MR. McKENZIE: Sure.

10 MR. MOSER: So we could have time to take a look at  
11 it, you know, a few days before?

12 MS. HARGIS: We had it attached to the agenda.  
13 MR. McKENZIE: I got it.  
14 MR. COWDEN: We got it Friday.  
15 MR. McKENZIE: We get them on Thursday or Friday  
16 before the meeting.  
17 MR. KING: I got it Thursday or Friday.  
18 MR. MOSER: Maybe it was in the attachments. Okay,  
19 that's good. Forget that question.  
20 MS. HARGIS: I didn't know when you -- but I send  
21 it in by Wednesday, so --  
22 MR. MOSER: Okay. You can see I didn't look at the  
23 attachment.  
24 MR. KING: Hey, Bruce, on Item 5 on Page 5, which  
25 is Page 4 if you look at the top, the -- on the expenses, the

6

1 utilities, see what I'm talking about? What is that \$1,967  
2 light and power? Is that for the airport? That light, is  
3 that for the airport?  
4 MS. HARGIS: Just a second, let me look that up. I  
5 brought the details.  
6 MR. McKENZIE: She can break it out, but we have  
7 about eight meters out here.  
8 MR. KING: I know.  
9 MR. McKENZIE: This building, every gate, our  
10 terminal building up there, the lights for the runway, the  
11 PAPI light, they've all got different metering systems.  
12 MR. KING: But I think that's the -- the terminal  
13 on that next page, on Page 6, I'm going to talk to you about  
14 that in a minute. But is that -- so that's the airport --  
15 that's, like, the lights and all that stuff?  
16 MR. McKENZIE: And the gates and the runway lights  
17 and the PAPI's.  
18 MS. HARGIS: Yeah. I mean, there -- I can show you  
19 the bill. There's one, two, three --  
20 MR. McKENZIE: There's about six or seven of them.  
21 MR. KING: Is it two months? We're not going to  
22 make it.  
23 MS. HARGIS: -- twenty bills.

24 MR. KING: Would you --  
25 MS. HARGIS: Some of them were for November. Some

7

1 of them --  
2 MR. KING: You think that's two months?  
3 MR. McKENZIE: It went back into the --  
4 MR. KING: Okay. So it's two months.  
5 MR. McKENZIE: -- around Thanksgiving.  
6 MS. HARGIS: Some of them are 1/2. The others are  
7 12/31.  
8 MR. KING: That's what's I was asking. Two months.  
9 Then you go to the next page, and the power for the -- for  
10 the terminal only, just for the terminal building, is \$1,300.  
11 MS. HARGIS: Probably two months as well.  
12 MR. KING: You think that's two months too?  
13 MR. McKENZIE: Yes.  
14 MR. MOSER: Yeah, when you look at the annual.  
15 MR. KING: Okay. And then how about the propane?  
16 What do we run on propane out here, other than that --  
17 MR. McKENZIE: These are our highest months --  
18 December, January, February -- for propane. After that it  
19 falls off.  
20 MR. KING: What do we run on propane? The heating?  
21 MR. McKENZIE: Just the heaters in this building.  
22 There's a water heater in the building.  
23 MR. KING: The heaters are propane?  
24 MR. McKENZIE: Yes, sir.  
25 MS. HARGIS: Yeah, but the power bill was for two

8

1 months. That -- I can't tell on the propane. The invoice  
2 was just through 11/9.  
3 MR. McKENZIE: That's filled up about twice a year.  
4 MR. MOSER: They just come fill it up whenever.  
5 MR. KING: We're not running that line out here any  
6 more?  
7 MR. McKENZIE: No, sir, that's over.  
8 MR. KING: All right. Trying to save a little

9 money here. Thanks. That will work.

10 MS. HARGIS: Any other questions?

11 MR. KING: Anybody have any questions? Did you do  
12 the capital expenditures, the statement? Did you talk about  
13 Number 9 -- Page 9?

14 MS. HARGIS: Yes. There weren't any for the -- the  
15 bill came in -- where are we on that water system, Bruce?

16 MR. McKENZIE: We're through.

17 MR. KING: We're through.

18 MR. McKENZIE: Except for when he gets his grass  
19 established, we'll pay him his retainer, which is about  
20 \$26,000, is what he's got coming.

21 MR. KING: So we have a balance left of what,  
22 65,000? Is that what you're saying?

23 MR. COWDEN: This shows 115.

24 MR. KING: 115?

25 MS. HARGIS: Yeah. We have one that's in-house,

9

1 though. That's around -- it's either 59 or 69.

2 MR. KING: So we should be even on that, right?  
3 Break even on that, because of the bid?

4 MR. McKENZIE: Right at it, yes, sir.

5 MR. MOSER: Specified contract.

6 MR. KING: Okay. All right, that'll work. Anybody  
7 else have any questions besides me? Motion to approve?

8 MR. COWDEN: So moved.

9 MR. KING: Seconded?

10 MR. MOSER: Second.

11 MR. KING: Second by Mr. --

12 MR. MOSER: Moser.

13 MR. KING: Moser and Cowden. Sorry. All in  
14 favor -- discussion? All in favor?

15 (The motion carried by unanimous vote, 5-0.)

16 MR. KING: Five of us. Okay, Item 2B, proposed  
17 construction of a new parking lot.

18 MR. McKENZIE: Steve, I've done some work on this,  
19 but I'm not prepared to bring anything any more than we  
20 talked about in the November meeting back.

21 MR. KING: Okay.  
22 MR. McKENZIE: There's some other things we need to  
23 work on and I need to discuss, and when we got that, at that  
24 point I'll put it on the next agenda.  
25 MR. KING: Okay.

10

1 MR. McKENZIE: We just need to move on with it.  
2 MR. KING: So, just need to keep moving forward on  
3 it.  
4 MR. McKENZIE: We're trying.  
5 MR. KING: You're trying?  
6 MR. MOSER: And this is the parking lot over here?  
7 MR. KING: Adjacent to the building, yes, sir.  
8 MR. MOSER: Then we're going to talk about it in  
9 the master plan.  
10 MR. McKENZIE: Putting it --  
11 MR. MOSER: It has some other ideas there instead  
12 of a parking lot.  
13 MR. KING: Okay.  
14 MR. McKENZIE: Yes, sir.  
15 MR. KING: All right. Okay. When we do get  
16 further along with that -- where'd Jonathan go? Oh, there he  
17 is. When we get a little further along with that parking lot  
18 deal, we're going to have to -- I guess we're planning to  
19 present it to you guys, and you guys, 'cause we're going to  
20 need some help on -- not money-wise, but on  
21 construction-wise. You know how we did last time on the  
22 money on the other parking lot and everything like that? So,  
23 that's what we'd kind of like to talk to y'all about at some  
24 point, about sharing some equipment -- equipment, stuff like  
25 that, when we build, like we built the old EMS parking lot.

11

1 We built that thing for practically nothing over there,  
2 because everybody was cooperative. Kumbaya, everybody --  
3 worked great.  
4 COMMISSIONER LETZ: Always open to listen.  
5 MR. VOGT: Question.

6 MR. KING: That's what I want to hear. How about  
7 you, Todd? Always open to listen?

8 MR. PARTON: I cannot follow in better footsteps  
9 than Mr. Letz'.

10 MR. KING: All right.

11 MR. MOSER: You just accomplished nothing.

12 MR. KING: I know. (Laughter.)

13 MR. VOGT: Are we looking at this parking lot  
14 outside of the master plan? Or is it -- and I guess the real  
15 question is, are you -- is your intention to push this  
16 parking lot ahead of any other construction, or as part of  
17 the construction on --

18 MR. KING: Well, just trying to get some pricing  
19 and see what it costs.

20 MR. MOSER: It's got to be part of the master plan.  
21 The master plan's got a building there instead of a parking  
22 lot.

23 MR. VOGT: So I guess my point is, then, we -- we  
24 need to be deliberate in how we go forward with it, 'cause we  
25 don't want to do anything to jeopardize the development of

12

1 that area over there for hangars.

2 MR. KING: It's over here, though.

3 MR. VOGT: Okay.

4 MR. MOSER: Yeah, but I'm with Fred on that 100  
5 percent.

6 MR. KING: No, we'll look at it in the master plan.  
7 Our whole goal in this thing is to provide service to get  
8 some of these 300 cars that are parked in this parking lot  
9 right now that nobody belongs to them, or the people are  
10 missing or gone on trips or something, to try to clear out  
11 our parking lot and establish some revenue for the airport.

12 MR. MOSER: Yeah.

13 MR. KING: All right. Item 2C. Did you want to  
14 move that to the bottom or something?

15 MR. McKENZIE: Actually, Robert Collier from  
16 Mooney's not here yet, but he's on the way. Laurie called  
17 him, so we do ask you just to move to the next one, maybe,



18 Steve, and then when Robert gets here, we'll move back.

19 MR. KING: Item 2D, airport sign.

20 MR. McKENZIE: We've moved forward with the sign.

21 We've -- after the November meeting, when the board

22 established where they wanted to put that new sign, I had the

23 line established by a surveyor here, and it appeared to me

24 that all the declared distances were all right adjacent to

25 the approach into 30, as far as object-free area and the

13

1 runway protection zone were concerned. However, I consulted

2 with Bill Gunn at TexDOT Aviation. His recommendation was to

3 go ahead and file a 7460 obstruction evaluation with the

4 F.A.A. so we are on record that we're going vertical. The

5 sign's not but 13 feet tall, but nevertheless, it appears to

6 clear everything. And I even checked with an engineer on

7 that, but we're going to have it on record, and it takes

8 about six to eight weeks to get that back, and I filed it

9 about three and a half weeks ago. So, in another three

10 weeks, we should have our construction plan; then we can move

11 forward with the sign. And the other item that was brought

12 up about the sign was about the power. Tom made the comment

13 that KPUB should give us that and bring the power to us, and

14 indeed, they will. I visited with them, and they said that

15 they would bring the power over there at no charge. They'll

16 get the power to the sign so we can light the sign.

17 MR. VOGT: Is that underground or overhead?

18 MR. McKENZIE: Underground. They've got to set one

19 more pole out there, and then they'll go underground to the

20 sign and give us power right there. Took them about two

21 weeks to come back to me, but they agreed to do it for no

22 charge. So, when we get the 7460 back, then I can go ahead

23 and move forward.

24 MR. MOSER: Okay. And remind me again the -- the

25 specs to which this is designed, like wind load. What is it,

14

1 like 90 mile-an-hour?

2 MR. McKENZIE: 90 mile an hour. It wasn't quite to

3 that, but we put two more 4-by-4 square tubing pipes --  
4 standards in there, and that, according to the manufacturer  
5 of this, will bring it up to at least 90 miles per hour.

6 MR. MOSER: Okay, cool.

7 MR. McKENZIE: And also what we did is lengthened  
8 the sign and lowered it. Rather than make it higher, we  
9 lowered it to try to get down under those -- those runway  
10 protection zone issues. It's just 13 feet tall in the first  
11 place. But, anyway, we lowered everything, widened it about  
12 7 feet and lowered it. Other than that, everything's the  
13 same. And that's a schematic of what it will look like.

14 MR. MOSER: Are these, like, 9-foot ceilings in  
15 here?

16 MR. COWDEN: Metal letters?

17 MR. McKENZIE: I've got some of those letters in  
18 there if you'd like to look at them, in my office.

19 MR. COWDEN: Okay, good.

20 MR. KING: Any discussion on it? No?

21 MR. MOSER: Let's see. And the location? What was  
22 our final --

23 MR. McKENZIE: Right down on the entrance road,  
24 Tom.

25 MR. MOSER: Okay, I remember. Right there.

15

1 MR. McKENZIE: Right by the pole, yes, sir, real  
2 close. Probably 200 feet from the pole there we were talking  
3 about. Actually, there's a stake that's marked out there,  
4 and it's painted with clear fluorescent paint; you can see it  
5 when you leave.

6 MR. MOSER: We talked about other signs too, other  
7 than this one, did we not?

8 MR. McKENZIE: We were talking -- originally, we  
9 got a sign out here on the entrance, and that has been put  
10 aside till we get this one built.

11 MR. MOSER: Okay, got you. All right, good.

12 MR. KING: You're going to get back with us  
13 whenever you get approval, then?

14 MR. McKENZIE: Whenever the 7460 comes back, I can

15 either bring it back to the board and say, "Okay, we've got  
16 it," or go ahead and move forward. This is RAMP money --  
17 RAMP grant money we're going to build this with. So --

18 MR. MOSER: Why don't we move forward?

19 MR. McKENZIE: I can move forward whenever I get it  
20 back, or if the board wishes, I can bring it back to the  
21 board.

22 MR. VOGT: I move that we go forward with this  
23 sign, based, obviously, on the 7460 coming back in the  
24 affirmative; that we fund it through RAMP grant money.

25 MR. MOSER: Second.

16

1 MR. WALTERS: I've got some discussion. Again, on  
2 these letters, are we certain that 6-inch letters are  
3 sufficient? I mean, it's not even as high as this piece --  
4 the width of this piece of paper.

5 MR. MOSER: Yeah.

6 MR. KING: How do they put these letters on, Bruce?

7 MR. McKENZIE: They're metal letters, and they'll  
8 be screwed onto the aluminum.

9 MR. KING: Screwed on?

10 MR. McKENZIE: Yes, sir. And it'll be lighted at  
11 night.

12 MR. MOSER: You're not that far from it. When you  
13 get to it, I don't know how far down the road you can read  
14 it.

15 MR. McKENZIE: Just past the ditch, which is about  
16 12 foot off the edge of the pavement.

17 MR. KING: How are they going to do all these other  
18 letters? All these letters will be screwed on there?

19 MR. McKENZIE: It's on an aluminum background.  
20 This is all aluminum.

21 MR. KING: But, like, "Kerrville/Kerr County  
22 Airport," --

23 MS. DEJOHN-ERMEY: It's vinyl.

24 MR. McKENZIE: That part's vinyl.

25 MR. KING: That's vinyl? Yeah.

1 MR. McKENZIE: These big letters at the bottom say  
2 "Louis Schreiner Field." Laurie, get one of those big  
3 letters that's lying on my desk, please, and we'll show them  
4 what these are made out of.

5 MR. KING: How do they do those signs, like, on the  
6 highway? What do those --

7 MR. McKENZIE: That's vinyl signs.

8 MR. MOSER: Are you talking about the size of the  
9 letters?

10 MR. KING: No. How do they make them?

11 MR. McKENZIE: It's vinyl.

12 MR. KING: Vinyl?

13 MR. McKENZIE: Yes, sir. It's 3M diamond-grade  
14 vinyl. 3M plastic is what -- actually what it is.

15 MR. WALTERS: I don't know how -- what our -- our  
16 objective is on how far you can see the sign, if we're trying  
17 to say, okay, well, you see it from, you know, 25 feet, or --  
18 or 50 feet. I mean --

19 MR. VOGT: Is this representative of --

20 MR. McKENZIE: That's just what it's made out of;  
21 that's the material. It'll say "Louis Schreiner Field" at  
22 the bottom. The top is vinyl.

23 MR. MOSER: 10-inch.

24 MR. WALTERS: The only reason I bring this up, I  
25 do -- when I do, like, a shopping center sign, you get a

1 drawing like this. When they put it up, it never looks as  
2 big as --

3 MR. COWDEN: It looks on this piece of paper.

4 MR. WALTERS: On this piece of paper.

5 MR. MOSER: If you turn and look at "Welcome" in  
6 there, that's probably a 4-inch letter, okay? So, 50 percent  
7 further -- you can read that really easy, so 50 percent  
8 further from where you are now to that would be equivalent to  
9 looking at "Welcome." So, that's not -- that's not a long  
10 ways for 6-inch.

11 MR. KING: So, each one of those letters will be

12 individual letters?

13 MR. McKENZIE: Yes, sir.

14 MR. KING: Boy, that seems -- got to be a better  
15 way to do it than that. Why can't we do an etched -- a strip  
16 of metal the same color as the background that's etched, just  
17 etched into it? I mean, that's what we do out in the oil  
18 field.

19 MR. COWDEN: Where you can take them on and off?

20 MR. KING: Unscrew them and they're gone. We do a  
21 -- when we do our sign on our oil and gas leases, we take  
22 an --

23 MR. McKENZIE: We can certainly do that.

24 MR. KING: -- aluminum -- I don't know how thick it  
25 is, and they have a machine that etches it. And it etches --

19

1 it's got a little bit --

2 MR. McKENZIE: You can take it off and put it back.

3 MR. KING: I can bring y'all one. It's etched into  
4 the sign. It lasts forever. It's there for the -- for the  
5 foreseeable future, never fades. Never fades and never does  
6 anything.

7 MR. MOSER: A solid letter here, and then you etch.

8 MR. KING: Yeah, we etch into it.

9 MR. MOSER: Rout out the letter itself.

10 MR. KING: Colors the background. A lot of times,  
11 we'll just -- you do the same color. It's a painted -- let  
12 me bring one of those to the next meeting. I'll see if I can  
13 get one.

14 MR. COWDEN: Latex?

15 MR. McKENZIE: They're vinyl. But by the next  
16 meeting, we should have the 7460 back.

17 MR. KING: Why don't you let me go back and let me  
18 see if I can get one of those signs. I'll get a strip or  
19 something out in Midland, get them to send me a sample. I'll  
20 show you what the sample looks like. You don't have to do  
21 that; I'm just saying that's another idea. Not quite so  
22 labor intensive to screw in all these flipping letters when  
23 you can put a strip about this long that says, "Kerrville

24 Aviation." It's about that tall, and you just put two screws  
25 on it; it's there.

20

1 MR. McKENZIE: We can do it that way as well.

2 MR. KING: If they go out of business or something,  
3 you unscrew it, pull it off.

4 MR. MOSER: Maybe talk to TexDOT and say, "What  
5 size letters do I need going 40 miles an hour, 200 feet?" or  
6 something. I don't know what the distance is.

7 MR. KING: I don't mind moving forward with it.

8 MR. VOGT: I'll pull my motion.

9 MR. WALTERS: Well, I mean, I know that, you know,  
10 when you -- when you're looking for something, you're going  
11 to slow down, so you're probably not going to be going 40,  
12 but I just bring it up in terms of what -- how -- what's the  
13 objective of it? How readily do we want our -- how readable  
14 do we want that, at what distance?

15 MR. McKENZIE: Mm-hmm, sure.

16 MR. KING: Okay.

17 MR. VOGT: Yeah. The other side of that, of  
18 course, is we're putting a lot of companies on this thing, so  
19 pretty soon the sign gets huge if you start -- you go to 9  
20 inches instead of 6. And -- but I think the question about  
21 what you can see at -- if they're doing 40 miles an hour on  
22 that road, I'd be surprised. Maybe at 50, of what you can  
23 see. But Corey's right; you slow down when you start -- "Oh,  
24 I want to know where Kerrville Aviation is."

25 MR. MOSER: Mm-hmm.

21

1 MR. KING: Okay. All right. We'll --

2 MR. MOSER: Okay.

3 MR. KING: -- get the approval and we'll readdress  
4 that. All right.

5 MR. McKENZIE: Yes, sir.

6 MR. KING: Number 2E, proposed location of new  
7 hangar construction, private.

8 MR. McKENZIE: Do you want to do -- Robert

9 Collier's here from Mooney, Steve. Do you want to do that

10 now, or do you want to move --

11 MR. KING: Let's go back. Robert?

12 MR. COLLIER: Well, I apologize for coming in a

13 little late. I'm Robert Collier with Mooney Aviation Company

14 across the way. Mooney's been engaged with some activities

15 along with the Texas Commission on Environmental Quality,

16 T.C.E.Q., under their voluntary cleanup program, to -- to

17 drain and properly close out what used to be the old

18 evaporation ponds on the other side of -- of our main

19 semi-hangar over there. Those ponds are long gone. They

20 were drained back about 2006 or so, and then it's just --

21 it's the paperwork now that we're trying to close out with

22 T.C.E.Q. to get it all done properly. First company that we

23 had come in to do that apparently didn't do everything that

24 was required to the satisfaction of the T.C.E.Q.,

25 paperwork-wise, so we brought in the help of another company

22

1 to come out and do some bore samples and drilling, and that

2 was done this summer -- this past summer, I'm sorry, 2010.

3 As they went down through looking at some of the

4 samples, they found some -- something -- some contaminants in

5 there that was of concern. But in order to check those where

6 those ponds used to be, they drilled an additional five

7 monitor wells over there, and in the -- the contamination

8 found were found within those samples. They only went down

9 about 30 feet. They had a -- a very, very minimum amount of

10 water flow at that depth. So, there was a meeting held with

11 the T.C.E.Q. on our behalf with a company called Chapman

12 Engineering out of Boerne, who is working with us now closely

13 to -- to close out these issues with the T.C.E.Q. Chapman

14 Engineering met in person with the T.C.E.Q. back in November.

15 I participated by conference call.

16 Chapman Engineering proposed a plan to come out and

17 drill some additional monitor wells, do some more testing, do

18 some more of this and that and everything else. And to the

19 T.C.E.Q.'s credit, they said, "Well, hold on just a second.

20 We understand you're just getting a minimum amount of water

21 into these monitor wells that you found these contaminants  
22 in." And they said, "That's true." So the T.C.E.Q. said,  
23 "Well, why don't you go back and classify the water sources  
24 at those depths where those monitor wells are?" And the  
25 reason for doing that is that -- just very quickly, there's

23

1 three different classifications of water tables, and if you  
2 can get it to show that it's a Classification 3 water flow --  
3 water table, then the allowable contaminants in that layer is  
4 much higher than what it would be for a Class 1 or Class 2.  
5 So, Chapman Engineering went back out there just a  
6 few weeks ago. They went back into those five monitor wells  
7 and checked the samples in there, and -- or the flow rate is  
8 what they were looking for. And the initial call back that I  
9 got -- it's kind of early yet to get the formal feedback, but  
10 the initial call back was that the flows in all of those  
11 monitor wells that they checked were well within what's  
12 required classified as a Class 3 water table.

13 MR. MOSER: Probably if you go back now, it  
14 probably doesn't flow at all.

15 MR. COLLIER: Yes, sir. That's -- so what will  
16 happen now is that the -- that that'll be presented in a  
17 formal report from Chapman Engineering to T.C.E.Q. If  
18 T.C.E.Q. agrees with all our findings, everything is there to  
19 their satisfaction, then they'll close out that deal; it will  
20 be a done issue. It'll be documented, be available, and --  
21 and then we'll be done with that. The only reason why I was  
22 invited to be here was, one, to let you know that that's  
23 going on over there. Number two, Chapman Engineering and  
24 also T.C.E.Q. has suggested that the airfield owners, City of  
25 Kerrville and Kerr County, might want to consider joining in

24

1 on this V.C.P. title -- be included on a V.C.P. title,  
2 voluntary cleanup program. And what that would do is protect  
3 the property owners from any future T.C.E.Q. enforcement  
4 actions that might come up as a result of that pond. If  
5 somebody stumbles across something over there that was missed



6 or something else, we move -- somebody else moves in there  
7 and wants to build something over there where those ponds  
8 used to be, that V.C.P. program would protect the property  
9 owners. And so there's several steps that we got to go  
10 through to do this, but I'm told that it's just an  
11 administrative exercise now, administrative fee that needs to  
12 be paid, and then -- then the owners get included under that  
13 V.C.P. program. So --

14 MR. MOSER: That was going to be my question. Once  
15 it's -- let's just hypothesize that it's approved, okay? And  
16 whoever joins in on the -- the name for that, ten years later  
17 somebody comes back and wants to do something. Can that be  
18 opened up again? Or once it's approved and closed and  
19 everything, all the contaminants have been removed, it's a  
20 done deal?

21 MR. COLLIER: It's a done deal, yes, sir.

22 MR. MOSER: So, if we have a 40-inch rain, and all  
23 of a sudden the water flows 30 feet deep and they find more  
24 contaminants, it doesn't matter. Nobody would go back and  
25 check again. It's -- it's a done deal. Is that what I

25

1 understand?

2 MR. COLLIER: That's what I understand.

3 MR. MOSER: Yeah, okay. That would be really good,  
4 yeah.

5 MR. COLLIER: I talked to the City Attorney -- City  
6 or County Attorney?

7 MR. McKENZIE: Who did you talk to, Mike Hayes or  
8 Rob Henneke?

9 MS. BAILEY: Oh, he talked to me.

10 MR. McKENZIE: She's our attorney.

11 MR. COLLIER: I talked to this lady right here.

12 MS. BAILEY: I'm the board's attorney.

13 MR. COLLIER: I talked to her, briefed her a little  
14 bit on this. She suggested I come here, brief the group, and  
15 also come back to the County Commissioners' meeting and give  
16 the same briefing in a little more detail. But this was kind  
17 of the first step to at least include you all in the

18 discussion. Yes, sir?

19 COMMISSIONER LETZ: I have a question.

20 MR. KING: Go ahead.

21 COMMISSIONER LETZ: I'm going back -- I mean,  
22 probably -- I don't know that anyone other than Bruce -- in  
23 fact, it might be before him. I thought that was all closed  
24 up in the early -- like, 2000's.

25 MR. COLLIER: Well, we did too, and it keeps coming

26

1 back to T.C.E.Q., in that whatever testing they require --  
2 T.C.E.Q. requires, whatever paperwork was required to show  
3 that that was done adequately wasn't done to T.C.E.Q.'s  
4 satisfaction. And everything from the -- they wanted to make  
5 sure that the fill dirt that was brought in was clean. You  
6 know, you expect it would be, but the original company didn't  
7 -- didn't test that, didn't prove that. So, we had to go  
8 back in and check the fill dirt, you know. So, it's things  
9 like that. There were some gaps and holes in the original  
10 testing and the original reporting that didn't adequately  
11 close it out for T.C.E.Q.

12 COMMISSIONER LETZ: What brought this up? I mean,  
13 do they just go through a file and --

14 MR. VOGT: No.

15 MR. COLLIER: It's been going --

16 MR. VOGT: Well, the master plan process started,  
17 and part of the master plan process is to bring consultants  
18 in to look at that. And they -- they had questions, and I  
19 think then it flowed from there, literally.

20 COMMISSIONER LETZ: I mean, this is before -- I  
21 mean, my recollection is that the City went through a fair  
22 amount of expense to connect the sewage and water up at that  
23 -- at that time, which was -- gosh, that would be like 2002  
24 or so.

25 MS. BAILEY: I was with the City when we did that,

27

1 so I was involved in all of that, and we understood that all  
2 the environmental analysis and reporting had been done and

3 was closed. And I guess it just never got completely  
4 approved, and then this reopened it. So, I think we're  
5 nearly there.

6 COMMISSIONER LETZ: Okay.

7 MR. MOSER: So, what do we do to make sure it's  
8 completely approved this time?

9 MS. BAILEY: Well, I think the main thing is that  
10 the owners, as well as the board, need to be participants in  
11 that voluntary cleanup project.

12 MR. MOSER: What's our risk at being a participant?  
13 We should be a participant.

14 MS. BAILEY: Yeah, we really should be.

15 MR. MOSER: So let's assume we're a participant.  
16 Then what do we -- how do we make sure that once we nail --  
17 put the final nail in this coffin, nobody opens the lid  
18 again?

19 MS. BAILEY: Then we're as sure as we can be, but  
20 it's still a governmental regulation and not really within  
21 our control. Like, if we'd been in on this, and this process  
22 says you're all blessed and ready to go, then later, if  
23 something comes up, we can say, "Look, we followed all the  
24 regulations; we're utilized and ready to go."

25 MR. MOSER: Got you, okay. So, no guarantees; it's

28

1 just the best we can do?

2 MS. BAILEY: I think so.

3 MR. MOSER: Yeah.

4 MR. KING: Okay? So --

5 MR. MOSER: Excuse me, Jonathan. I may have  
6 interrupted you there.

7 COMMISSIONER LETZ: No, that was fine. I just -- I  
8 suspect that -- I mean, I just thought that --

9 MR. KING: Are you talking about --

10 COMMISSIONER LETZ: -- this should have been  
11 Mooney's -- not you, Mooney; three or four Mooneys before --  
12 Mooney's responsibility. I guess it just never got done.

13 MR. COLLIER: We agree, and we've been trying to  
14 hold the previous companies that we've worked with

15 accountable for that, 'cause we thought everything was done,

16 and apparently it wasn't. But we agree with you.

17 COMMISSIONER LETZ: Okay.

18 MR. KING: Okay. So, Bruce, you can work with him

19 to try to get -- you and Ilse get us on board with that deal.

20 MR. McKENZIE: We'll stay in touch and check as we

21 move through this, and with Ilse as well, yes.

22 MR. COLLIER: If you'll let me know the next step,

23 I'll come back prepared.

24 MS. BAILEY: I think it probably would be going to

25 the Commissioners Court and the City Council, 'cause they are

29

1 really the owners, and they have agreed to have it placed

2 on --

3 MR. COLLIER: Be happy to do that.

4 MS. BAILEY: And I'll get with y'all on agendas and

5 dates and whatever.

6 COMMISSIONER LETZ: Probably makes sense for you to

7 talk to, from our standpoint, Rob. And Mike, so they

8 understand what's going on, so we're protected.

9 MS. BAILEY: Okay.

10 MR. VOGT: Robert, are you staying for the Civil

11 Air Patrol?

12 MR. COLLIER: I'll be happy to, yes, sir.

13 MR. KING: Right around the corner. All right.

14 Any more on this? We're done? Good. Okay. Item 2E,

15 proposed location of new hangar. Bruce?

16 MR. McKENZIE: Yes, sir. I've got some displays I

17 want to put up here. Excuse me, Joe. I've been approached

18 by a gentleman, and he's in the room now, George Stieren

19 sitting right here, to build a new hangar on our airport.

20 He's got the plans -- the design; Peter Lewis has got the

21 design plans. I've got a lot of diagrams and layouts in the

22 room, and you're welcome to look at them, but this is a

23 little bit easier to see. This is a photograph I took from

24 the air several months ago when we were working on that

25 construction. But we're -- we've decided where we would like

1 to build is between our T-hangars, and this is Mr. Drane's  
2 hangar that's on the north side of Runway 3/21, in this area  
3 right here. This is where we were going to build the other  
4 set of T-hangars, but it was too costly, because right here's  
5 the total slope, and this is where the excavation we have to  
6 start to match these T-hangars. George wants to build his  
7 hangar right here. It's a 100 by 60-foot hangar. We now  
8 have fire flow water right next to it. We have got our water  
9 here now, so this is where he proposes, and in our master  
10 plan it shows for this to be hangars. That's what it  
11 indicates it to be. There's several different diagrams, and  
12 we'll go into that in the 10:30 meeting, but nevertheless, we  
13 can build two hangars in this site. If George is amenable to  
14 this, we can put his on one side of that area, if it's  
15 amenable to him, and that'll leave room to put another one  
16 almost the same size as his right next to it. That way we  
17 can have -- we can generate more tax revenue and more revenue  
18 for the airport as well. But this is where they proposed --  
19 this is where he proposes to build. He can build on either  
20 side, actually, next to our T-hangar or next to Mr. Drane's  
21 hangar, whatever he'd like to do. But the fire flow water is  
22 there now, since that job is completed. And I'll let George  
23 address the board, if you'd like, or you can ask he or I any  
24 questions you'd like.

25 MR. MOSER: Let me ask you a question. What is

1 the -- the desired timing on this relative to the completion  
2 of our master plan?

3 MR. McKENZIE: The master plan should be through by  
4 September.

5 MR. MOSER: Right.

6 MR. McKENZIE: George has got plans and he's ready  
7 to go.

8 MR. MOSER: So -- well, one thing I want to do is  
9 look at it relative to the master plan. Don't want to do  
10 anything that's -- that I'd say, "Oh, heck, we should have  
11 thought of that," as we proceed.

12 MR. McKENZIE: Okay.

13 MR. VOGT: I feel confident that it's a hangar, and  
14 it's right where a hangar should be, and our old master plan  
15 has that allocated for hangars. The -- one of the items --  
16 and I don't mean this to be ugly or anything, but we get to  
17 decide. I don't care if it's left or right, but I don't want  
18 to lose the whole --

19 MR. COWDEN: Well, if we move it over 15 feet, then  
20 we --

21 MR. VOGT: Anything that would preclude us from  
22 building another hangar there. We need to be able to fit two  
23 hangars in there, so that's our choice, not -- not the new  
24 owners.

25 MR. McKENZIE: The one point I was trying to make,

32

1 Fred, is he would put it on either side that he wants to put  
2 it.

3 MR. VOGT: But we really have to play into that.

4 MR. McKENZIE: Absolutely.

5 MR. VOGT: We don't put 5 pounds in a 20-pound bag.

6 MR. McKENZIE: It's 300 feet from here to here,  
7 buildable area, so we can halve that if we wanted to, and  
8 that will leave two --

9 MR. COWDEN: That was the McDonald --

10 MR. McKENZIE: Yes, sir.

11 MR. COWDEN: Didn't we have some kind of a  
12 90-day --

13 MR. McKENZIE: We had an agreement with him that  
14 lasted six months. He approached the board and came back in  
15 and withdrew his proposal, and that's on record. Yes, sir,  
16 he's out of it.

17 MR. KING: I don't have any problem with it. I  
18 looked at it, George. I looked at it with Bruce last week.  
19 And my -- I'm kind of like Fred; I just wanted to be sure  
20 that -- I mean, there's adequate space there to have a  
21 nice -- you're going to build a drive in around the back, I  
22 think, aren't you?

23 MR. STIEREN: Yeah, that's what we were thinking.

24 MR. KING: I think there's adequate space on either  
25 side to have a drive down this side or that side to get

33

1 around to the back. And, Corey, you know, I think we looked  
2 at 30 foot in the diagram, and he said a shopping center  
3 driveway is only 24. So --

4 MR. WALTERS: 25.

5 MR. KING: 25, so that's plenty of room. So, you  
6 know, we'll -- I mean, I don't have a problem with it.

7 MR. MOSER: Well, number one is bringing in revenue  
8 is great. That's what we want to do, so it all sounds good.  
9 Number two is make sure it's compatible with the master plan  
10 that we finally agree to. Number three is, what kind of --  
11 what kind of deal is this? Are we doing a land lease?

12 MR. McKENZIE: Yes, sir.

13 MR. MOSER: Is that what it is?

14 MR. McKENZIE: Yes, sir.

15 MR. KING: 18 cents a foot.

16 MR. MOSER: Is that the -- is that the current  
17 value of -- I mean, the 18 cents a foot was what it was  
18 before.

19 MR. KING: That's what's in --

20 MR. McKENZIE: That's what's in our --

21 MR. KING: -- our standard.

22 MR. VOGT: Minimum standards.

23 MR. KING: Minimum standards.

24 MR. MOSER: And that was established not long ago,  
25 right? We updated the minimum standard?

34

1 MR. McKENZIE: About three or four years ago, yes,  
2 sir.

3 MR. MOSER: Okay. And the specs to which it's to  
4 be built?

5 MR. McKENZIE: Have to meet city specs. It has to  
6 go through the city's building code. He has to present the  
7 plans to them. It's got to meet the -- it's -- we're in the  
8 city limits; have to meet that criteria, yes, sir.

9 MR. MOSER: In listening to the guys who came out  
10 and talked about hangars, they're nothing but a building  
11 around a door to which it's attached.  
12 MR. McKENZIE: That's right.  
13 MR. MOSER: Okay? And airports should always think  
14 about -- even though they're not the owner of the hangar,  
15 they will be the owner of the hangar eventually. So, what is  
16 the -- what's the specs that's going to be used on the door?  
17 MR. McKENZIE: I don't know.  
18 MR. MOSER: I think that guy scared the hell out of  
19 us when he came in -- well, he didn't scare us. He said it's  
20 something you really need to think about. You're going --  
21 you need to think about all of this. Even though you're not  
22 paying for the construction, it's going to be your hangar, so  
23 pay attention to the type of door that you have. And then he  
24 showed us all kinds of flopping doors; that big wind came  
25 along, and all of a sudden it was gone. So, the question is,

35

1 what kind of door, and why is that the right answer? And  
2 what kind of construction, and 50 years from now --  
3 MR. STEADHAM: We're proposing the sliding doors --  
4 the folding, sliding doors, similar to what's already on the  
5 next couple of hangars.  
6 MR. MOSER: Yeah. I'm not an expert in that, but I  
7 just want to --  
8 MR. VOGT: Do we have a bite at the apple as far as  
9 color and -- it has to blend in.  
10 MR. McKENZIE: Yes, sir. I've already visited with  
11 George; he said it's fine. He'll make it --  
12 MR. VOGT: No pink. We don't want pink.  
13 MR. McKENZIE: Has to be that color right there,  
14 Hangar 5. He said that's his favorite color anyway.  
15 MR. VOGT: No A & M colors or U.T. colors.  
16 MR. McKENZIE: No call for it.  
17 MR. VOGT: Sorry.  
18 MR. KING: Well, I mean, I think -- you know, I  
19 guess there's some point we probably can look at it, but I  
20 don't know. It's advertised right now, kind of in the --



21 it's in the books by now.

22 MR. WALTERS: When you mention that the gentleman  
23 came and talked about the doors, was -- was he saying that  
24 there was a -- I don't recall. Was there an advantage to the  
25 sliding doors or the --

36

1 MR. MOSER: Well, he said it depends on what you  
2 want inside. You know, one type of door required  
3 superstructure of a given type. You know, which is -- a  
4 bifold requires more superstructure. Other doors require  
5 different structures. And he just went through a whole  
6 scenario of -- of the pros and cons of the various doors,  
7 depending on what you want inside, and the function of what  
8 the capability was for wind. Remember, he showed the ones  
9 with -- I think it was a bifold that completely came off the  
10 tracks and --

11 MR. STEADHAM: We're in the city, and it will  
12 require -- be required an engineered building. In the  
13 engineering of the building, the doors will also be included  
14 in that engineering.

15 MR. MOSER: Yeah, but my question is to what --  
16 see, the city doesn't have a spec on aviation door hangars --  
17 aviation hangar doors.

18 MR. STEADHAM: There'll be a wind load that's  
19 associated with that door, as well as the building that we  
20 have to -- that we have to comply with.

21 MR. VOGT: Joey, would you comment on -- I mean,  
22 there's several different kinds of doors. Any problems --

23 MR. KENNEDY: The doors are all going to be  
24 engineered with the same wind load as the city codes. The  
25 building's going to be built to code. The door will be

37

1 engineered to the same code, so the door will be able to  
2 withstand the same -- the same wind load as the building  
3 requirements. Unless you're advocating creating a higher  
4 wind load requirement than what city code is. Otherwise,  
5 it's going to -- the door itself will be -- will be part of

6 the building; therefore, it would have to conform to the same  
7 -- same code, right?

8 MR. STEADHAM: Yes, it does.

9 MR. KING: Like these doors on this hangar here.

10 MR. STIEREN: I'd follow those --

11 MR. KING: Those doors fall off a lot. They fall  
12 off, fall inside.

13 MR. KENNEDY: That's just because they're heavier.  
14 That's the only reason.

15 MR. MOSER: So, are they going to be like --

16 MR. KING: Call Don Barnett, see what he thinks  
17 about them.

18 MR. KENNEDY: My airplane's been underneath them.

19 MR. KING: I think Joey's right; they're going to  
20 be engineered.

21 MR. KENNEDY: Brinkman lost one in the last little  
22 storm.

23 MR. MOSER: That's what I remember; Brinkman lost  
24 one in one high-wind location.

25 MR. KENNEDY: It's not the doors that actually

38

1 caused that. What happens is a big wind comes across; the  
2 building lifts up, doors fall off the tracks. But it exceeds  
3 the wind load. That's what my insurance company said. "How  
4 can we fix this?" they said. They meet the -- they meet the  
5 wind load codes. You had a wind that will exceed the code.  
6 That's just part of life.

7 MR. KING: But there's some --

8 MR. KENNEDY: They didn't like that answer, but...

9 MR. KING: When it came off of Brinkman's, he  
10 blocked them -- there's a way you can stop that from  
11 happening, a pin you put in there. There's a pin that keeps  
12 it from sliding that way, sliding out from under the bottom.  
13 And that doesn't have any pins in those. All right, so what  
14 do we need to do here, Bruce? So what are we responsible  
15 for, Bruce? What are we providing him? Anything?

16 MR. McKENZIE: We're not providing; everything's on  
17 him. We just -- what I'm requesting, if the board approves

18 this, is to let him -- he can choose which side he wants. If  
19 it -- if it's all right with the board, he can go on either  
20 side of that 300 feet.

21 MR. KING: Sure.

22 MR. McKENZIE: But he's responsible from that point  
23 on. After the land lease of -- of the rest of it, he's going  
24 to have to build a taxiway. He's going to have to build a  
25 pad parking lot. He knows that. We've --

39

1 MR. KING: And, obviously, when Peter -- after  
2 Peter draws some plans up and gets them where it's supposed  
3 to be on the lot and everything and all like that, let Bruce  
4 take a look at them so we can -- we'll be sure we don't have  
5 any issues with egress or regress or something like that.

6 MR. STEADHAM: I think it is oriented on that other  
7 side.

8 MR. McKENZIE: Is it? At one point, I'd like to  
9 talk to you about it. We'll do it -- not this meeting, but  
10 maybe we can narrow the driveway down a little bit. That's a  
11 nice, wide driveway; maybe just to move it over, make it  
12 more --

13 MR. STEADHAM: I think if you look at other side,  
14 he's got it onto the site for the driveway.

15 MR. McKENZIE: I'm saying we can narrow it down,  
16 move this over. We can tweak this.

17 MR. KING: Will that fit -- as long as it will fit  
18 on half of the lot.

19 MR. McKENZIE: It will fit. Like, if we want to  
20 move it over to one side or the other as far as we can --

21 MR. STEADHAM: All the way to the right.

22 MR. McKENZIE: Is this the side you prefer?

23 MR. STEADHAM: Yes.

24 MR. McKENZIE: George, is that what you --

25 MR. STEADHAM: The auto entrance will be from that

40

1 other road, so we don't have to run that --

2 MR. WALTERS: Do we need to get a plan revised and

3 bring it back for a vote? 'Cause that's what I'd like to  
4 suggest, that we actually bring the plan back before us on a  
5 vote so that we can physically see that it's only taking up  
6 half the lot, and -- and not just we're going to slide it  
7 here and there.

8 MS. BAILEY: If you authorize us to move forward  
9 with preparing the contract for your approval, we can attach  
10 a diagram to the contract.

11 MR. KING: We got to approve the contract anyway.

12 MS. BAILEY: And then you can approve the whole  
13 thing at that time.

14 MR. VOGT: It will require a 7460, and you need to  
15 have a building setback line that --

16 MR. McKENZIE: That's correct.

17 MR. VOGT: There's a building setback line on this  
18 runway that our -- Bruce, let me just finish up. This -- I  
19 know we probably have a building already there, but I -- but  
20 the consultant brought up a different standard if we were to  
21 actually instrument that runway, to require further back --  
22 building setback line. I don't know if we're going to go  
23 with that or we'll ever put instruments on it, but whatever  
24 the existing setback is, it must conform. And your 7460 will  
25 require you make sure that happens.

41

1 MR. McKENZIE: Yes, sir.

2 MR. VOGT: That will take a while. That 7460 is  
3 not -- I think in the past we've allowed people to start  
4 scraping dirt and that, 'cause you can always reseed it if  
5 you don't get approval from F.A.A., but it has to have F.A.A.  
6 approval.

7 MR. McKENZIE: Takes about six to eight weeks to  
8 get that. That's what they tell me, because I know we have  
9 to file this through TexDOT Aviation and not directly to Fort  
10 Worth. I know how to do that.

11 MR. VOGT: They may have approval. So, what I  
12 would suggest is you make up your mind what side it's going  
13 to be, and then we can do the -- Bruce can start that 7460  
14 immediately, 'cause that's the long pole in the tent. Then

15 get that going.

16 MR. McKENZIE: It's a one-page document, George.

17 MR. VOGT: Just about heighth.

18 MR. McKENZIE: If you go vertical, they want to  
19 know about it. You're going to have to put the lines on it

20 like Drane did his hangar. It's little things like that.

21 But --

22 MR. MOSER: Good.

23 MR. KING: That's fine. So can we do that, Corey,

24 just getting -- they go ahead and move forward with getting a

25 contract, and then go ahead and get the drawings -- Peter get

42

1 the drawings in the middle of the deal. And then that way,

2 they can be moving forward. Then we can vote on it and

3 approve it as -- as drawn up. Okay? All right. Go ahead

4 and get the 7460.

5 MR. McKENZIE: We'll start that process, yes, sir.

6 MR. KING: Okay. All right.

7 MR. McKENZIE: Is that amenable to you? Would you  
8 like to say anything?

9 MR. STIEREN: I mean, that sounds great. I don't  
10 know if I've met all of you. I'm George Stieren. I know

11 Mark and Tom.

12 MR. MOSER: Yeah.

13 MR. STIEREN: But this is going to be my own  
14 personal use, no -- no business activities out here at all.

15 So --

16 MR. KING: Okay.

17 MR. STIEREN: And we were thinking that side  
18 closest to the T-hangars, I think, is what we'd prefer.

19 But --

20 MR. KING: Okay, that will work.

21 MR. STIEREN: -- I'm open to suggestions.

22 MR. VOGT: Just buy gas here.

23 MR. STIEREN: I do. I got three planes out here.

24 All three of those planes on that drawing are out here right  
25 now.

1 MR. VOGT: And where are those located, in Joey's  
2 hangars?

3 MR. McKENZIE: The King Air is.

4 MR. STIEREN: One's at the T-hangar, one's at  
5 Joey's Hangar Number 4, and the Mooney's over there in front  
6 of Ronnie Solomon's shop right now.

7 MR. KING: Okay.

8 MR. STIEREN: I buy my fuel here. I'm a good  
9 customer.

10 MR. MOSER: A loyal customer for a long time.

11 MR. KING: That works.

12 MR. COWDEN: You need a motion?

13 MR. KING: Make a motion to what?

14 MR. COWDEN: To do whatever else he said.

15 (Laughter.)

16 MR. KING: To go ahead and move forward with  
17 getting him a contract and some drawings, and then bring it  
18 back to one more meeting for final approval?

19 MR. MOSER: Yeah.

20 MR. KING: But they can be working on it in the  
21 meantime. We're not going to try to slow you down, is what  
22 I'm trying to keep from -- I don't want you to stop and wait  
23 30 days for us to come back and go, "Sounds like a great  
24 idea." So --

25 MR. STIEREN: Well, it's a long-term project, so

1 nothing's going to happen real fast.

2 MR. KING: All right. Make a motion to go ahead  
3 and have Ilse start working on a contract with the new  
4 tenant, and get us some final drawings showing the placement  
5 of the hangar on half of the lot, and then get Bruce to get  
6 them the information for a 7460, and we'll bring it back to  
7 the next meeting and approve it. Second?

8 MR. COWDEN: Second.

9 MR. WALTERS: Review for approval, yeah. Review  
10 for approval.

11 MR. COWDEN: For final approval.

12 MR. KING: Final approval. Who seconded? I made  
13 the motion.

14 MR. MOSER: Mark did.

15 MR. KING: All in favor?

16 (The motion carried by unanimous vote, 5-0.)

17 MR. KING: 5-0. Thanks.

18 MR. STIEREN: Thank you for your time.

19 MR. KING: We appreciate it. Okay. Next is hangar  
20 space for Civil Air Patrol. Fred?

21 MR. VOGT: Back a year ago, we included an action  
22 item on our Strategic Initiatives and indicated we wanted to  
23 develop, for the good of the community, a facility plan. The  
24 "good of the community" meaning code, really, for maybe  
25 having some space on our development areas -- our new

45

1 development areas for entities such as Civil Air Patrol, et  
2 cetera. Not -- not to primarily do it for Civil Air Patrol,  
3 but that was the thing I had in my mind. We thought that was  
4 a good idea. That initiative is still alive and well in our  
5 strategic plan. An opportunity came up with Mooney that they  
6 have lots of hangar space over there available right now,  
7 gobs of it. And so I met last week with Robert, Stan Kremp,  
8 who's here, and Harry Cook. Both Stan and Harry are from the  
9 Civil Air Patrol. And I can't remember the other gentleman's  
10 name from Mooney.

11 MR. COLLIER: Chad Nelson.

12 MR. VOGT: Chad, yeah. A marine. We looked at --  
13 that was important. We looked at spaces over there. Mooney  
14 was open to this. They showed us a really nice space. And  
15 I'm bringing it to the board today for possible action to  
16 approve that use of that hangar that Mooney has offered up.  
17 However, comma -- and there's always a "however" -- the cost  
18 of that -- there's a couple costs. One is some paperwork,  
19 paperwork between Mooney and Civil Air Patrol, with a hold  
20 harmless agreement, which I'll see, I'm sure, we would want to be  
21 part of that also, that we're not -- we're not responsible,  
22 even though we're the pushers of this thing, to provide them  
23 the space. But I don't --

24 MS. BAILEY: Wouldn't hurt.

25 MR. VOGT: Wouldn't hurt.

46

1 MS. BAILEY: If Mooney's the lessee -- well, yeah,  
2 they can't sublease without our permission.

3 MR. VOGT: Right. And Mooney would like -- Mooney  
4 would like, and I can understand why, abatement of part of  
5 their -- well, actually, they want Civil Air Patrol to pay  
6 them \$200 a month for the use of that hangar. It's certainly  
7 worth that kind of money. The Civil Air Patrol -- and if I  
8 misspeak, Stan and Harry, please correct me. I know you  
9 will. They don't -- they don't have the means -- y'all are  
10 familiar with -- they don't have the means of actually  
11 writing the check to Mooney, but we have -- we have an  
12 ability to abate \$200 of Mooney's rent each month. And  
13 Mooney's rent right now is \$4,796.67. So, we would -- the  
14 action in front of this board would be to really approve the  
15 use of those moneys as Mooney lease -- we lower their rent so  
16 Civil Air Patrol could provide this.

17 I'm going to let either Stan or Harry tell you the  
18 value of having them there. I'd personally like to get them  
19 out of Tierra Linda, I think, because there's no place for  
20 them at Tierra Linda. Tierra Linda is where they are right  
21 now. They don't want to go to Fredericksburg. That's my --  
22 my take of it. Although Stan's probably closer to  
23 Fredericksburg. But we would like to get the Civil Air  
24 Patrol here. There's lots of good reasons to have it a  
25 community effort. It's a community value thing that we

47

1 already identified, and I believe that it's in our best  
2 interests to have them -- and certainly, with the fully  
3 instrumented runway, this is just a lot better location for  
4 them. They can come in at night and in bad weather.

5 MR. MOSER: May I ask a question? Just looking at  
6 10,000 feet. We've got a contract with Mooney, okay. Civil  
7 Air Patrol would like to rent a space. So why, from the  
8 board's perspective, wouldn't we just say, "Mooney, do



9 whatever you want to." We get to approve the subleases.

10 That would be a sublease.

11 MS. BAILEY: Well, actually, the problem is that we

12 don't currently have a lease with this current iteration of

13 Mooney, because they've --

14 MR. MOSER: But that's got to get fixed.

15 MS. BAILEY: Right. But we can't do this until

16 that gets fixed.

17 MR. MOSER: I understand.

18 MS. BAILEY: But assuming that gets done, then --

19 MR. MOSER: Let me fast-forward. We got a contract

20 with Mooney, okay? We're going to have to have that, period.

21 So, if we've got a contract with Mooney, why does the board

22 need to do anything other than approve the sublease?

23 MR. VOGT: The 200 bucks.

24 MR. MOSER: Well, but that's a different subject,

25 okay? Now, the subject is how does Civil Air Patrol pay for

48

1 \$200? Why isn't that between Mooney and Civil Air Patrol?

2 MR. VOGT: Well, you're right; it is between Mooney

3 and the Civil Air Patrol, and that's already been solved.

4 It's for the \$200.

5 MR. MOSER: That's what I said. Why isn't that

6 between Mooney and Civil Air Patrol?

7 MR. VOGT: Because Civil Air Patrol -- Harry and

8 Stan, Civil Air Patrol doesn't write checks.

9 MR. COOK: No. Civil Air Patrol is -- is the Air

10 Force Auxiliary, but the Air Force is one of those distant

11 entities. We are a group of local volunteers. We pay for

12 all of our own activities and a lot of our training in an

13 aircraft that is provided for us. And that -- an aircraft

14 and a -- and a van are about the only things that are

15 provided.

16 MR. MOSER: Mm-hmm.

17 MR. COOK: We have those because members of our

18 squadron in the community have trained themselves and

19 prepared themselves to perform missions. The primary

20 missions of Civil Air Patrol are -- we're the search and

21 rescue operation for the Air Force. The Air Force has the  
22 responsibility of the land search and rescue for the  
23 continental United States. We do over 90 percent of that,  
24 probably 99 percent of it. It's a lot cheaper to send three  
25 volunteers in a Cessna 182 than it is to send a Black Hawk or

49

1 a C-130 to go look for a downed aircraft. That's how --  
2 that's our primary mission. Secondary missions are performed  
3 for Homeland Security. We work with -- we work with the  
4 border patrol and other parts of Homeland Security. We work  
5 with the state of Texas quite a lot. The D.P.S. operates an  
6 emergency operations center in Austin. And, for instance, in  
7 Hurricane Ike, we flew several hundred hours as a group. Our  
8 own particular aircraft flew quite a lot during this period.

9 In fact, the Kerrville squadron, during the --  
10 during the Hurricane Ike emergency, operated the mission base  
11 at Stinson. We took equipment that we own, that we bought --  
12 chairs, tables, a trailer, and a bunch of other stuff -- down  
13 there and set up and operated for a number of days out of  
14 there, operating the assets from around the state. And what  
15 we did for the state during that period of time was we  
16 provided about 40,000 high resolution pictures that we took  
17 at the direction of the state and FEMA so that they could be  
18 used in damage assessment. The -- they're used -- they were  
19 put up on a web site by -- by D.P.S., and insurance  
20 companies, builders, anybody that wanted to look at their  
21 property was able to without having to physically go there.  
22 And we -- we were a major part of that. In fact, our  
23 squadron was made a national -- a squadron of national merit  
24 for our actions during that period.

25 We have here about 10 mission pilots. A mission

50

1 pilot has to go through quite a bit of training to get to  
2 this level. Our -- our pilot members, we have ex-military,  
3 ex-Air Force -- I mean former airline pilots, salesmen,  
4 optometrists, guys that like to fly. We've gone through a  
5 lot of training. Because of this, two years ago -- we've

6 had -- we had a 172 for a number of years. Joey housed it  
7 free of charge, bless his heart, for quite a long time, till  
8 he ran out of space. They gave us -- as we progressed, they  
9 gave us an older Cessna 182, and then about two years ago  
10 they gave us one of the -- one of the new Cessna G1000-182's,  
11 about a \$400,000 aircraft, for us to operate. Because of the  
12 nature of our missions here, we're basically the only  
13 squadron between here and El Paso, so we share duties in west  
14 Texas with El Paso. There are some other squadrons out  
15 there, but they're limited in membership and they don't have  
16 the aircraft capability that we do. So, we -- we do a lot of  
17 long missions, and so therefore, they gave us this aircraft.

18 MR. MOSER: So, all your revenue -- I mean, your  
19 operating revenue comes from where?

20 MR. COOK: We have -- it depends on what kind of an  
21 operation. We have some -- the national headquarters  
22 provides us some training.

23 MR. MOSER: Mm-hmm.

24 MR. COOK: Okay? And we -- in fact, in about a  
25 week, we're going to do a simulated search and rescue

51

1 mission, and we'll probably operate as a staging area from  
2 here, from Kerrville. And we'll -- this is an opportunity  
3 for us to train our members. We'll get about a half a dozen  
4 of those this year. That's our primary operation, to fly  
5 where somebody else is paying for it.

6 MR. MOSER: Yeah.

7 MR. COOK: The rest of the time -- like, Stan and I  
8 are going to go fly today; we're going to pay for it.

9 MR. KING: Who pays for the gas?

10 MR. COOK: We do. And we also -- and we pay for  
11 the aircraft.

12 MR. KENNEDY: The volunteers are paying for the  
13 hangar rent. They're paying for the gas when they're doing a  
14 training mission, so that's the point he's making. I think  
15 what Fred's suggesting is the board help the volunteers pay  
16 that hangar rent. Otherwise, they pay for it out of their  
17 pockets.

18 MR. COOK: We're kind of like volunteer firemen,  
19 okay? Somebody provides you the fire engine, okay, but they  
20 don't necessarily give you the gas to do it.  
21 MR. MOSER: So, when you do this work for Homeland  
22 Security and the state of Texas and all --  
23 MR. COOK: They pay.  
24 MR. MOSER: They pay?  
25 MR. COOK: Actually, in some cases, FEMA pays.

52

1 MR. MOSER: Okay. So they pay when the fire's  
2 happening.  
3 MR. COOK: That's right. That's exactly right.  
4 And several years ago, when Kerrville was burning, okay --  
5 well, a lot of Texas was burning. We were a new squadron.  
6 MR. MOSER: Let me get my --  
7 MR. COOK: And we had to go somewhere else, and  
8 somebody else came here to Kerrville.  
9 MR. MOSER: Let me ask my question.  
10 MR. COOK: Yes, sir.  
11 MR. MOSER: Okay. So, somebody pays when they've  
12 got an emergency.  
13 MR. COOK: That's right.  
14 MR. MOSER: Okay. They pay for your services, but  
15 in the meantime, it's up to you to maintain your equipment  
16 and everything else.  
17 MR. COOK: We do not -- the -- a part of the  
18 national headquarters' budget is for maintenance. We used to  
19 at one time, but the -- but the maintenance on the aircraft  
20 was so uneven, and actually so costly, that they gave us  
21 money for --  
22 MR. MOSER: Okay.  
23 MR. COOK: -- contract maintenance.  
24 MR. MOSER: They don't have \$2,400 a year?  
25 MR. COOK: It ain't "they." It's --

53

1 MR. KREMP: Well --  
2 MR. MOSER: No, but I'm saying that's the reason --

3 I'm trying to understand where your revenue comes from,  
4 'cause it sounds like a pretty expensive operation. We know  
5 where it comes from in an emergency. But in the standby  
6 mode, okay, taking care of the equipment and all, you  
7 don't --

8 MR. COOK: They take -- they do the contract  
9 maintenance, yes.

10 MR. MOSER: And that's worth several thousands of  
11 dollars per year?

12 MR. COOK: Absolutely. We have -- we have an  
13 aircraft annual inspection.

14 MR. MOSER: But they don't provide -- so what I'm  
15 getting to is, is \$200 a month is not a lot, okay, for the  
16 board. But on the other hand, you know, Mooney -- Mooney has  
17 said, "Oops, we're not going to pay for it." You guys don't  
18 have the money, so you're coming to the board and saying,  
19 "Will you give us \$200 a month to house our plane here?"  
20 That's the fundamental question.

21 MR. VOGT: I'm sorry, Tom, I didn't -- I didn't --  
22 when I started this off, when we put this down as strategic  
23 initiative, it was to actually provide them a hangar, one of  
24 the new T-hangars, to house Civil Air Patrol.

25 MR. MOSER: It's not in our budget anywhere.

54

1 MR. VOGT: Well, it wasn't budgeted. None of these  
2 items were -- well, some of them were budgeted. But that was  
3 the thought, that we would do that as a community value  
4 thing. And when this opportunity came, instead -- and we  
5 would have eaten that hangar. That hangar would have gone to  
6 Civil Air Patrol.

7 MR. MOSER: We'd have discussed it.

8 MR. VOGT: Okay. Okay. But the thought was that  
9 we were going to provide a hangar for Civil Air Patrol.

10 MR. MOSER: I'm like Jonathan; I'm willing to  
11 listen, you know.

12 MR. VOGT: So, you know, with all that space over  
13 there available right now without any Mooneys in it, just  
14 seemed to me to be a good initiative to move this forward to

15 put a place, and also the value to Kerrville and Kerr County  
16 and this airport to have Civil Air Patrol. That all sort of  
17 makes sense to me for 200 bucks a month. And to -- and to  
18 abate their present \$200, or what they pay us, that's an easy  
19 transfer. The Air Force, they're not going to write a check  
20 to Mooney or to us for that hangar space. I'm amazed that  
21 they would put a \$400,000 airplane and say, "Well, you figure  
22 out where you're going to hangar it." I don't get that.

23 MR. MOSER: That's where I'm coming from.

24 MR. VOGT: But right now you have it in a private  
25 hangar in Tierra Linda.

55

1 MR. COOK: Sir? We have one of the -- one of the  
2 folks at Tierra Linda who owns more than one hangar. He  
3 someday wants to sell it, but he is -- he allows us to use it  
4 free of charge. And we've -- we have bummed hangar space out  
5 there off and on for the last -- probably the last five  
6 years.

7 MR. VOGT: So, this is really a feel good, do good  
8 initiative for the citizens of Kerr County, Kerrville, and  
9 wherever else they go and what they do.

10 MR. MOSER: Okay. But still, there are two issues.  
11 One is the sublease approval, which we can't do right now  
12 'cause we don't have a lease.

13 MS. BAILEY: Right.

14 MR. MOSER: Okay. Second one is, how does the  
15 sublease get paid? So, two separate issues, right?

16 MR. VOGT: What would preclude us from -- if Mooney  
17 has no objection to putting them over there, what would  
18 preclude us from -- what would preclude Civil Air Patrol from  
19 going over there right now, this afternoon?

20 MS. BAILEY: The new Mooney hasn't contracted with  
21 us, and so they're essentially tenants at sufferance, so they  
22 don't really have the authority to do -- to do anything other  
23 than pay their rent. I mean, we are assuming that this is  
24 going -- this position will be solved within the next month.  
25 It was supposed to be solved by the end of December.

1 MR. MOSER: But there's got to be a sublease.

2 MS. BAILEY: Right. And my concern is, if we  
3 approve a sublease with them, we're tacitly approving the  
4 whole Mooney lease, and that's not something that we're -- I  
5 don't think we're interested in doing at this point.

6 MR. VOGT: I wasn't aware that we are without a  
7 lease at all. We have no -- they're still paying us 4,700  
8 bucks a month.

9 MS. BAILEY: Right. The old Mooney turned into the  
10 new Mooney, tried to transfer the lease from the old Mooney  
11 to the new Mooney, but that has not been brought to the board  
12 for approval yet. We haven't approved it. They can't  
13 sublease or transfer the lease without with our approval.  
14 Therefore --

15 MR. VOGT: Doesn't the old lease stay in effect  
16 until the time the new lease --

17 MS. BAILEY: The old lease is with the old company,  
18 which no longer exists.

19 MR. VOGT: Okay.

20 MR. KING: So -- one question, Harry. So --

21 MR. COOK: Sure.

22 MR. KING: -- who pays -- like, okay, let's say  
23 that I'm flying around and I get lost and I have to land  
24 somewhere, and I can't be found for three days, and you go  
25 out looking for me. Who pays for that?

1 MR. COOK: Actually, the -- it comes out of the  
2 budget for national headquarters. That's part of our -- part  
3 of our deal.

4 MR. KING: All right.

5 MR. COOK: In fact, I don't know if maybe some of  
6 you have been watching all these Alaska shows lately, all the  
7 flying. Civil Air Patrol flies literally several thousand  
8 hours a year of search and rescue --

9 MR. KING: Right.

10 MR. COOK: -- in Alaska, free. But, you know, the  
11 federal government gives the Air Force money. The Air Force

12 gives C.A.P., you know, a small budget to operate off of, but  
13 it all filters downhill from there.  
14 MR. KING: Who pays for the gas to go look for  
15 them?  
16 MR. COOK: It's out -- that's out of our search and  
17 rescue budget from national Headwaters.  
18 MR. KING: So if you have a purpose, you're going  
19 somewhere, --  
20 MR. COOK: That's right.  
21 MR. KING: -- they pay for it?  
22 MR. COOK: That's right.  
23 MR. KING: Say you're just out doing training.  
24 MR. COOK: We pay for most of it.  
25 MR. KING: Or go to Llano to get a hamburger or

58

1 whatever?  
2 MR. COOK: We pay for it.  
3 MR. KING: I'm just trying to figure out --  
4 MR. COOK: Yeah. We have had, in the last -- like  
5 I say, we got the new airplane two years ago, and all of us  
6 had to do -- we've done quite a lot of --  
7 MR. KING: Yeah, sure.  
8 MR. COOK: -- training to get to where we could fly  
9 the G1000. Which we find it's very capable and everything,  
10 but we forget what buttons to push. Something about how old  
11 you are.  
12 MR. KING: So, where are y'all going to move to if  
13 we don't do this?  
14 MR. COOK: We're not thrown out of Tierra Linda.  
15 MR. KING: Okay.  
16 MR. COOK: The reason -- we would like to be at an  
17 airport that has an instrument approach, that has some  
18 lights. Last year, for instance, we were doing a lot of work  
19 and coming back in here at night.  
20 MR. KING: Right.  
21 MR. COOK: And so we would come in. Fortunately,  
22 every time we got here, there was a tie-down space, but  
23 that's not true here every night.



24 MR. KING: Right.

25 MR. COOK: And so we'd tie down and come to -- you

59

1 know, in the morning and pick the airplane up.

2 MR. KING: And take it back to Tierra Linda.

3 MR. VOGT: I have a question.

4 MR. COOK: Yes, sir?

5 MR. VOGT: Under the old arrangement, before you

6 went to Tierra Linda, did you have a sublease with Joey to

7 have that airplane there?

8 MR. COOK: No.

9 MR. VOGT: What did you have? You just had a

10 handshake deal to park the airplane?

11 MR. KENNEDY: We were just providing them space for

12 free. Just for the record, I wasn't aware that y'all were

13 looking to do stuff until I heard about this, but I'm fixing

14 to have three empty spots, so I can -- if you're pretty

15 quick, I'll be able to put the airplane back in a hangar if

16 you can't work out something.

17 MR. COOK: We appreciate that. But Joey's got to

18 make money, you know, and it only makes sense for us -- and

19 we know that this -- as Fred said, we view this as an interim

20 step. We would like to have some sort of a -- a permanent

21 facility here, whether -- you know, whether we make an

22 arrangement for a T-hangar with the board at some point, or

23 whether it -- you know, perhaps it's possible that -- that we

24 do find a grant somewhere here locally to -- to perhaps build

25 a facility. It would be pretty modest compared to what

60

1 you're doing, but something to house our airplane, give us a

2 little bit of room to -- to -- you know, to maybe have a

3 meeting or something.

4 MR. MOSER: Are other Civil Air Patrols in the same

5 situation as you?

6 MR. COOK: They are. In fact, the squadron at

7 Stinson, I brought you -- there's a piece of paper in here,

8 and it talks about a new headquarters at Stinson, and this is

9 for the Texas wing. But this was precipitated by the fact  
10 that the -- the squadron down there got dispossessed. They  
11 couldn't even get a place to rent, so their aircraft is -- is  
12 sitting outside. And actually, they have two aircraft. Yes,  
13 sir?

14 MR. KENNEDY: Just to clarify, I think it's been  
15 touched on, but nobody's actually said it. The Air Force  
16 says yes, we'll send you this airplane out here, but you got  
17 -- we want you to keep it in a hangar, but you got to pay for  
18 it. And that's basically what you're -- what we're talking  
19 about. They do -- and they do tell you that they want you to  
20 keep it in a hangar, right?

21 MR. COOK: Yes.

22 MR. KING: I'm sure for insurance purposes.  
23 They're carrying the insurance on it?

24 MR. COOK: Yes.

25 MR. VOGT: Self-insured.

61

1 MR. COOK: Self-insured. The headquarters was  
2 precipitated by the Stinson squadron's need. They had found  
3 some -- some ways to -- where they were going to proceed and  
4 try to build a hangar facility at Stinson. The -- our  
5 state -- our wing group had been looking for a headquarters  
6 facility. They're currently now renting some space in --  
7 just office space in Waco, and so they had saved up some  
8 money over the years and were looking to start this. They  
9 incorporated it in with the -- with the squadron in San  
10 Antonio, and it look looks like in the next few years, we'll  
11 build a pretty nice facility for the Texas wing there. That  
12 will house the local squadron primarily, with office space  
13 for the -- for the Texas wing headquarters. And this -- this  
14 article speaks a little bit about what -- what San Antonio  
15 did and so forth.

16 MR. KING: Okay, I see where we're at here. We  
17 don't -- can't do anything right now, because we need to get  
18 this Mooney deal straightened out. Do you understand that?

19 MR. VOGT: Yeah. I'm just one member of the board.

20 MR. KING: I'm all for it. You know, it's like

21 when I lived in my old house, and the fire department just  
22 had to come over and say, "Hey, the volunteer fire guys, if  
23 your house catches on fire, we're the guys going to put your  
24 house out." And --

25 MR. MOSER: "Here's \$100."

62

1 MR. KING: -- and I gave them \$100. I wanted my  
2 house not to burn. Then I found out they were 13 miles that  
3 way.

4 MR. COOK: Very quickly, let me tell you one other  
5 thing that we do. Our -- our third responsibility, or maybe  
6 even our first responsibility, is we have a -- a cadet  
7 program where we take kids from 13 to 18 years old and give  
8 them aerospace education training. And out of this program  
9 -- this is the reason the Air Force messes with Civil Air  
10 Patrol. Out of this program, we get a lot of young folks  
11 that go into the military. In fact, our squadron has had  
12 this cadet program -- we operate it out of Fredericksburg;  
13 has had it for about six years now. We have sent two cadets  
14 to the military academies. One's in the Coast Guard right  
15 now and one's in the Navy. And we have two that have just  
16 been nominated or accepted -- I don't know the exact process,  
17 but they've gone through the first steps to go to the Naval  
18 Academy.

19 MR. KING: Right.

20 MR. COOK: And so this --

21 MR. VOGT: Were they Kerr County kids or Gillespie  
22 County?

23 MR. COOK: I think -- actually, I think one's --  
24 one's Gillespie County and one's Mason County.

25 MR. VOGT: We got to get Kerr County.

63

1 MR. COOK: Kids come from -- actually, we have kids  
2 from Kerr County, Bandera County, all the surrounding  
3 counties into our squadron because of the interest of the  
4 child. You know, I mean, they're -- you got to have somebody  
5 who's interested in aviation in some way, or military in some

6 way.

7 MR. KING: Where do you buy your gas?

8 MR. COOK: Well, we buy -- actually, we buy pretty

9 nearly all of it from Kerrville Aviation.

10 MR. KING: They got no gas in Tierra Linda?

11 MR. COOK: Well, actually, that's bought from

12 Kerrville Aviation, if you want to know the truth.

13 MR. KING: Y'all ship it out there?

14 MR. KENNEDY: We schedule tanker trucks.

15 MR. VOGT: We don't get a fuel flowage fee from

16 Tierra Linda.

17 MR. COOK: When we operate out of here once a year,

18 we will generally have -- we'll have multiple aircraft here.

19 We may have five or six here for a couple of days, and we're

20 flying all the time, and we buy all the fuel. We buy all

21 full-service, because -- we buy full-service because Joey's

22 been good to us.

23 MR. KING: Sure.

24 MR. COOK: And this is about the only way we have

25 to pay him back.

64

1 MR. WALTERS: How many gallons a year do y'all

2 think y'all purchase?

3 MR. COOK: I don't know. I mean --

4 MR. KENNEDY: Just say a lot.

5 MR. KING: Say a hundred thousand.

6 MR. COOK: Whatever we'll burn. We would fly more

7 if we had more free fuel.

8 MR. KING: I would too.

9 MR. COOK: We do pay -- and by the way, we do pay a

10 maintenance charge for the aircraft too when we fly it. It's

11 very minimal; it is a maintenance charge, because they want

12 us to fly. But still, you know, once again, it's out of our

13 pocket.

14 MR. MOSER: Observation. Item one, Civil Air

15 Patrol is great.

16 MR. COOK: Thank you.

17 MR. MOSER: Everybody loves it. Item two is we got

18 to figure out what to do about approving a sublease once we  
19 get a lease -- a contract with Mooney. Item three is \$200 a  
20 month is not in our budget, okay? So, you're asking for a  
21 donation.

22 MR. COOK: That's right.

23 MR. MOSER: So that's basically what you're asking  
24 for, \$200 a month donation. So, we're going to have to take  
25 that up whenever we get to the other part, if we've got --

65

1 MR. COOK: We would like for y'all to adopt us.

2 MR. MOSER: I understand. But I'm serious about  
3 this, because we have a \$400,000 a year shortfall right now,  
4 okay? We bring in 200,000; we got a \$600,000 budget, so it's  
5 not in our budget. There are a lot of people probably that  
6 can come up with \$200 a month. I don't know if we've got  
7 \$200 a month. It's the principle of the thing.

8 MR. VOGT: Well, yeah.

9 MR. KING: Got a \$7,800 sign we're going to build.

10 MR. MOSER: Well, but that's in our budget, too.

11 MR. VOGT: Well, if they buy -- they operate here,  
12 they buy fuel here. We can get down to nitroids here and try  
13 to do --

14 MR. MOSER: I'm saying it's the principle of making  
15 a donation.

16 MR. KING: Let us get the -- let us get the deal  
17 worked out here and we'll bring it back to the board.

18 MR. MOSER: Right.

19 MR. KING: And we'll discuss it and vote on it.

20 MR. COOK: Well, we appreciate your consideration  
21 no matter what. Thank you very much.

22 MR. WALTERS: We need to ask -- since it is a  
23 budget item we're talking about, you know, ask the County  
24 their thoughts on this.

25 MR. KING: You guys got any thoughts on this,

66

1 County and the City?

2 MS. BAILEY: Don't call it a donation. We can't --

3 public entities can't make donations; they make

4 intergovernmental contracts.

5 MR. KING: No thoughts on this, Todd?

6 MR. PARTON: We can do that too.

7 MR. KING: Have you gone to Fredericksburg?

8 COMMISSIONER LETZ: My view on it would be it's

9 good to have it here, and it's your decision.

10 MR. COOK: We haven't gone thus far, but they have

11 -- we've spoken with them about space for a hangar.

12 MR. KING: What did they say?

13 MR. COOK: They said that they could get the space,

14 and I feel sure we could work something out with them. We'd

15 rather not be there, because most of our membership --

16 MR. KING: I'd rather you not be there either, but

17 I'd like to know if you could be there.

18 MR. COOK: Yes. Most of our membership is centered

19 in Kerrville.

20 MR. KING: I understand.

21 MR. COOK: Even though our cadet school operates

22 out of there. But -- and we -- our contract maintenance shop

23 for this region of Texas is Fritz over there.

24 MR. KING: Yeah.

25 MR. COOK: So it's not something that we're totally

67

1 opposed to. But it's better for us; I think we'd fly more if

2 the airplane was here.

3 MR. KING: Yeah. Most of the pilots are here?

4 MR. COOK: Most of the pilots live in Kerr County,

5 or we have -- I think there's four of us at Tierra Linda.

6 MR. KING: Okay. All right. We're going to work

7 on it for you.

8 MR. COOK: Thank you.

9 MR. KING: We'll see what we can do. I mean, I

10 think it's worthwhile. I believe it's -- as a pilot -- how

11 long have you been -- how long has Civil Air Patrol been in

12 existence?

13 MR. COOK: Since 1941. It was approved the day

14 after Pearl Harbor.

15 MR. KING: How long have y'all been underfunded?  
16 MR. COOK: Since 1941. (Laughter.)  
17 COMMISSIONER OVERBY: How many cadets?  
18 MR. COOK: The senior group has about 40, and we've  
19 got -- right now we've got just over 30 cadets.  
20 MR. KING: Thank you. We'll try to work it out.  
21 COMMISSIONER OVERBY: I was going to say -- I've  
22 got a comment. I think, again, the civil rights -- I mean  
23 the Civil Air Patrol, I think you guys do a great job and,  
24 obviously, provide a great service. My question, again,  
25 right now is looking at the new entity, the new lease with

68

1 Mooney, and to see what that arrangement is. I think there  
2 are some questions I have there that I would want to find out  
3 about before commenting on any type of sublease or any other  
4 agreement, but I definitely have some questions on that and  
5 when that's going to be arranged and discussed.

6 MS. BAILEY: I think what I'm hearing is that we  
7 want to do it if we can do it with respect to the lease and  
8 the financial aspects.

9 MR. KING: We'd like to discuss doing it. We'd  
10 love to do it, but --

11 MS. BAILEY: Be able to do it if those things work  
12 out right.

13 MR. MOSER: We're not saying we want to do it.

14 MR. KING: If it's feasible. So -- but I think  
15 that's a hurdle. Let's move on. I'm getting a bad  
16 reputation here. Item 2G. That's Fred again.

17 MR. COOK: Thanks so much.

18 MR. KING: Thank you, guys. Appreciate it. Good  
19 luck, guys. Thank you.

20 MR. KING: Good luck.

21 MR. VOGT: That was a success; I'll go to the  
22 second one.

23 MR. KING: You're on a roll. Keep going.

24 MR. VOGT: On a roll. TexDOT's aviation conference  
25 for 2011 is coming up. And at that conference, they have

1 awards that they hand out. Most of us, if not all of us,  
2 have been to at least one of them. One is the best airport.  
3 The other is manager of the year. Third one is best  
4 improved, or the most improved airport. It's my -- after  
5 talking to Michelle last time she was here two months ago, I  
6 kind of approached her about the award process, and we have a  
7 complete file now on how to do the award process. And her  
8 comments on most improved is that this airport has certainly  
9 been improved; it's mostly been improved by -- by stimulus  
10 money and F.A.A. money and TexDOT money. So, if you were  
11 looking at an award -- now, this is Fred's take on this  
12 thing. If you're looking to put in for an award, you ought  
13 to put in for best airport in Texas.

14 MR. McKENZIE: Airport of the Year.

15 MR. VOGT: Airport of the Year.

16 MR. KING: Already had that once, right? We've  
17 already been that once?

18 MR. McKENZIE: We got it back in the '80's.

19 MR. VOGT: And the reason --

20 MR. KING: '80's? Oh, not so much. I was here  
21 when we got it, 'cause I remember seeing the sign.

22 MR. McKENZIE: The sign used to sit out there on  
23 the road, remember? I thought it was in the late '80's.

24 MR. KING: I got in it about '93; I thought we got  
25 it since then.

1 MR. McKENZIE: You may be right, early '90's.

2 MR. VOGT: Let me continue on here, if you don't  
3 mind.

4 MR. KING: Go ahead. Sorry to interrupt.

5 MR. VOGT: When I read the requirements for general  
6 aviation airport of the year and most improved and the  
7 airport manager of the year, it really -- we have the benefit  
8 of spending a lot of local money. We don't have -- we just  
9 spent 400 -- \$600,000 on a water main project. That is a big  
10 deal in the world of aviation, as far as all the other  
11 airports in Texas. We've done so many other things with



12 respect to local money that this is a good opportunity to go  
13 after this award. Again, as Michelle said, most improved,  
14 they all sit around and say, "You ought to do the most  
15 improved." We put \$15 million into our airport, but the  
16 amount of money that we did locally is pretty impressive, and  
17 where we've been in the last year.

18 So, I'm recommending to the board that we go  
19 forward -- I've already -- I already talked to Bruce about  
20 doing this, and they're taking pictures of all the projects  
21 we've had and putting some dollar amounts to that, and we're  
22 going to do a write-up. We have to have this in, I think, by  
23 the end of March, so I'd like to go forward with that. And I  
24 don't mind being the lead on that, because this particular  
25 award process is something I did in Tennessee. I imagine

71

1 Dave Fulton, having been the director in Tennessee prior to  
2 me, he took this whole thing to Texas. So, I don't -- I kind  
3 of know the ins and outs of this thing, and I'd like to  
4 proceed with that.

5 MR. MOSER: I think it's a great idea.

6 MR. KING: Great idea. You can be the lobbyist in  
7 charge.

8 MR. MOSER: How about Airport Manager of the Year?

9 MR. VOGT: Well, I saw your e-mail on that. I know  
10 it only came to me, so I don't think the other board  
11 members --

12 MR. MOSER: I have to limit who I can send it to.

13 MR. VOGT: I know. My thought on that is we're  
14 only going to get one award; they're not going to give us  
15 both, and I felt like this was the time for this one. I  
16 think the airport of the year award -- I mean the manager of  
17 the year award is usually a guy who's about 3 feet from going  
18 out the door and retiring. So --

19 MR. KING: Or getting fired.

20 MR. VOGT: Yeah, the last guy that got it got  
21 fired, so I'm not sure Bruce really wants to be it. But,  
22 Tom, you're right; it's probably downstream, just because --

23 MR. MOSER: So, you think submission of two --

24 MR. VOGT: Would dilute it. And I think we have a  
25 much better chance getting this one.

72

1 MR. MOSER: Okay.

2 MR. VOGT: Than airport manager of the year. Not  
3 that we don't love you.

4 MR. KING: We want to keep you, though. Fuchs got  
5 it the last time, remember? And he got fired the next week,  
6 I think.

7 MR. MOSER: Yeah.

8 MR. McKENZIE: Less than a week.

9 MR. KING: Less than a week later, got fired.

10 MR. MOSER: Great idea.

11 MR. KING: He said it looked good on his resum?.

12 MR. MOSER: So, do we need to have a -- take any  
13 action?

14 MR. KING: No, just put -- you're in charge of it,  
15 okay? If we lose, it's your fault.

16 MR. VOGT: Okay. Well, you'll be signing it as the  
17 president.

18 MR. KING: Oh, rats. Okay. Next, I think you're  
19 on here again.

20 MR. MOSER: So, you nominate yourself? Is that  
21 what the --

22 MR. KING: Really?

23 MR. VOGT: You know, I've asked -- that's a good  
24 question. Let me just stay one more second on that, then.

25 AUDIENCE: Airport of the Year or Most Improved

73

1 Airport of the Year?

2 MR. VOGT: Airport of the Year.

3 AUDIENCE: That's all I need.

4 MR. VOGT: We've already asked some of our users to  
5 write a letter, some of the corporate people. We brought up  
6 about Representative Hilderbran doing it, and I think once  
7 you start pulling a politician in there, that's a bad thing.

8 Not that he's a bad person; it's just that it's a bad thing

9 to get politicians involved in this thing.

10 MR. MOSER: So it's the airport that nominates

11 themselves, rather than one of the --

12 MR. VOGT: Yeah.

13 MR. MOSER: -- customers? Okay.

14 MR. KING: What do we win?

15 MR. VOGT: You get a nice plaque. And it will

16 require that the Commissioners -- or our owners appear at

17 that meeting or at that conference for the award.

18 MR. KING: Oh, yeah.

19 MR. VOGT: Let's not worry about that. We'll worry

20 about -- if we win, Corey can get them in a plane and take

21 them.

22 MR. KING: 2H, Strategic Initiative.

23 MR. VOGT: Strategic Initiatives.

24 (Low-voice discussion off the record.)

25 MR. VOGT: We did -- part of our master plan is --

74

1 is the example brought to my attention. We have had them

2 look at this. Tom asked us to do this every meeting, bring

3 up one of the action items on here, so I thought it would be

4 good to go over these action items and start with one and go

5 all the way to the bottom one. I've sort of already copied

6 the last one, the Civil Air Patrol. But where are we with

7 this thing? And if you wanted -- if you want to relook at

8 our initiatives, add some or take some away, that can be done

9 at another venue or another forum or another meeting. But --

10 MR. MOSER: Some of them --

11 MR. KING: Some of them we've done.

12 MR. VOGT: We've done a lot of these.

13 MR. KING: We did.

14 MR. VOGT: So, review and modify the airport zoning

15 around the airport. We have done -- we've been approved by

16 the City and County.

17 MR. MOSER: Is that done?

18 MR. VOGT: I believe it's been done, except we have

19 action items in our new airport master plan that's going to

20 require us to protect the R.P.Z. So, it's not finished, but

21 -- but we've --

22 MR. KING: Right.

23 MR. VOGT: Contract service, stand-alone contracts,  
24 that was Mark.

25 MR. KING: We did that. Mark and I had a meeting

75

1 in his office; we worked on that tirelessly --

2 MR. VOGT: That's complete.

3 MR. KING: -- 45 minutes.

4 MR. MOSER: That's finished.

5 MR. KING: We did it.

6 MR. VOGT: 45 minutes?

7 MR. KING: Yeah, we did it.

8 MR. VOGT: All right. The next one, Number 3, will  
9 take more than 45 minutes. We're supposed to go over the  
10 minimum standards. We have been doing this ongoing, but I  
11 envision the thing being cut up, basically, and handed out by  
12 piece. So, that's still an open item.

13 MR. KING: We need to work on that.

14 MR. MOSER: That's a good one.

15 MR. VOGT: Review and update the C.I.P. That's a  
16 process item also. Every year we do that. And we've  
17 submitted a new C.I.P. both to TexDOT and to our owners.

18 MR. KING: Okay.

19 MR. MOSER: I think we did that.

20 MR. VOGT: Yeah. Again, that stays out; that stays  
21 active.

22 MR. MOSER: Okay.

23 MR. VOGT: Review leases of all tenants to insure  
24 equal standards.

25 MR. MOSER: We did that; that's complete.

76

1 MR. KING: Yeah. On that Number 3, Tom, you were  
2 talking about, that's what we're talking about.

3 MR. MOSER: Yes.

4 MR. KING: Where you want to jack lease rates up.

5 MR. MOSER: That's where we change.

6 MR. VOGT: Develop hangar project to increase  
7 revenues. We're in the development stage right now.

8 MR. KING: His idea.

9 MR. VOGT: Update the airport master plan and  
10 A.L.P., and we're in process with that right now.

11 MR. MOSER: Right.

12 MR. VOGT: Develop a best use land development  
13 plan. That's sort of -- sort of what we've been doing with  
14 the master plan. I feel like that's ongoing right now.

15 MR. MOSER: Right.

16 MR. VOGT: Airport security plan.

17 MR. KING: Yeah, that's worked out real well.

18 MR. VOGT: Would you like to comment on that?

19 MR. KING: Well, I talked about it from a -- I  
20 talked about shutting some of these gates down here, but  
21 nothing ever goes forward. I don't know what the deal is.

22 MR. VOGT: So, really, that's open?

23 MR. MOSER: So it's open.

24 MR. KING: Still open.

25 MR. MOSER: Okay.

77

1 MR. KING: I think we'll wait till something  
2 happens bad, then probably...

3 MR. VOGT: Number 10, develop a contingency plan  
4 based on Mooney vacating industrial area. That's certainly  
5 ongoing. We had the new guy there; I actually changed it  
6 from "new guy" to Corey.

7 MR. COWDEN: Good.

8 MR. VOGT: Improve our front door image. I think  
9 we really have done that.

10 MR. MOSER: That's done.

11 MR. VOGT: Signage right now is part of that.

12 MR. KING: Right, I agree. Okay.

13 MR. VOGT: Aren't we great? Review for  
14 completeness the board policies and procedures. That's  
15 really dealing with human resources, is it not? Or is it  
16 just all the -- is that correct?

17 MR. COWDEN: Financial. You know, we have a

18 financial policy, human resources. I need to work on that  
19 some more. We need to hand everybody --  
20 MR. VOGT: We need to hand everybody a new policy.  
21 MR. MOSER: We need 3, 9, and 12. We could  
22 probably --  
23 MR. KING: Two more.  
24 MR. VOGT: Select contractor, fire main project.  
25 MR. KING: We finished that.

78

1 MR. MOSER: Done.  
2 MR. VOGT: And develop -- the last one was what we  
3 did right here with the Civil Air Patrol, the good of the  
4 community use facilities plan. Which would not preclude  
5 others from receiving the same kind of consideration for use  
6 of hangar space.  
7 MR. KING: Civil Air Patrol.  
8 MR. VOGT: Civil Air Patrol.  
9 MR. KING: Same one you're talking about, right?  
10 MR. VOGT: So, you know, we've really pared this  
11 down. And we'll probably, really, at some point in the very  
12 near future, but I would recommend that we get the master  
13 plan finished up, because you're going to see a lot of things  
14 percolating, and you saw it as you reviewed this last --  
15 MR. KING: Sure.  
16 MR. MOSER: I suggest we do that, exactly. So  
17 there's four items which we need to focus on; 3, 9, 12, and  
18 14.  
19 MR. KING: Right.  
20 MR. MOSER: Number 3 is really -- really important,  
21 the minimum standards.  
22 MR. KING: Every time I read the minimum standards,  
23 I look at it, I go, "Wow."  
24 MR. MOSER: Why don't we finish our master plan  
25 stuff and then -- or what do you think, Fred, about maybe

79

1 bringing that up next -- next month, the status of it? Not  
2 that it's complete, but status.

3 MR. VOGT: The only thing that I would -- that I  
4 would do is -- I don't know. I understand what you said, and  
5 it's easy to bring it up, but it's not going to -- it's going  
6 to be -- it's a big mountain to climb up to redo that minimum  
7 standards.

8 MR. KING: Why don't we take sections of it?

9 MR. VOGT: That's what I'm saying. Cut it all up.

10 MR. KING: Take, like, sections of it, just look at  
11 it in sections.

12 MR. VOGT: You want to do that during the board  
13 meeting?

14 MR. KING: I don't know. Maybe somebody can look  
15 at it and then --

16 MR. VOGT: It's like going over the Bible for --

17 MR. KING: I've read that thing. I've read that  
18 thing many times, and it is so convoluted and so -- it's,  
19 like, for DFW or something, seems like to me.

20 MR. VOGT: Yeah.

21 MR. KING: So much stuff in there that we could  
22 wipe out. I mean, looks like it was made for another airport  
23 other than ours.

24 MR. VOGT: Well, it frankly is a -- it really is --  
25 most of it's boilerplate for general aviation airports. It

80

1 is not for --

2 MR. KING: McKinney.

3 MR. VOGT: McKinney. It really is G.A. It's just  
4 like lawyers, kind of. Ilse, I don't mean this personally,  
5 but every -- anything that goes bad becomes an issue, is  
6 written in blood, and they include it in the minimum  
7 standards. The F.A.A. and TexDOT requires us to have minimum  
8 standards. It does protect us. I mean, we just talked about  
9 it with the color of the hangar and other kinds of things.  
10 It's in our minimum standards.

11 MR. KING: It wasn't in there, by the way.

12 MR. VOGT: If we didn't have that, we would have  
13 problems.

14 MR. KING: We had to add that.

15 MR. VOGT: So it's all-encompassing, which makes it  
16 very cumbersome and annoying.

17 MR. KING: I agree.

18 MR. VOGT: But it is something to fall back on,  
19 'cause the lawyers love this kind of stuff.

20 MR. KING: I agree.

21 MR. VOGT: I'm betting Ilse completely reviewed the  
22 whole thing.

23 MR. MOSER: For the next meeting, why don't we come  
24 back with a plan on how we attack it?

25 MR. VOGT: It's my action item, so I'll do that.

81

1 MR. KING: I agree. I'm glad you brought that up.  
2 All right. Number 2 item, drainage project, ribbon cutting,  
3 grand opening. This is where we get all the local officials  
4 to come out.

5 MR. McKENZIE: Yes, sir. And what I'd like to do  
6 is, rather than do this in the spring -- this job is  
7 scheduled to be completed in a couple of months totally, but  
8 we're still going to be a long way from having grass covering  
9 everything and a few different things like that. I'd like to  
10 get the board's opinion on -- and I'd like to set this for  
11 sometime in the summer. I think that will give us a little  
12 bit more time to get this all finished and cleaned up and  
13 look a lot better, the new intersection built down here.  
14 We're going to build a new intersection again at Johnson  
15 Loop; I've told you about that.

16 MR. KING: What? I didn't know that.

17 MR. VOGT: Really?

18 MR. KING: What's the problem with the one we  
19 just --

20 MR. McKENZIE: The geometrics of that intersection  
21 is terrible. Terrible. I took it back to TexDOT Aviation,  
22 and to Matt in Kansas City, and he said absolutely. Harry  
23 Lorton said, "Let's do it," so we're going to rebuild that  
24 intersection, put a turn lane in.

25 MR. KING: Why didn't we do it right the first



1 time?

2 MR. McKENZIE: He engineered it, and it was wrong.

3 The geometric distribution was wrong.

4 MR. VOGT: So, going back to Highway 27?

5 MR. McKENZIE: Right here at Johnson Loop, where

6 the "S" curve is.

7 MR. VOGT: Isn't that a traffic modifying device?

8 You have to slow down below 50.

9 MR. McKENZIE: They're cutting across the --

10 MR. KING: The people cutting out of that

11 intersection can't see the cars going -- coming out going

12 about 50.

13 MR. McKENZIE: What I'd like to do is move forward

14 with this and visit with TexDOT and kind of coordinate a time

15 with them in the summer, 'cause we have to lead them quite a

16 bit. And see if we can get Dave Fulton to come in, and

17 Michelle and Harry and some of the folks in the office, and

18 let's have a grand opening.

19 MR. KING: Okay, that's fine.

20 MR. McKENZIE: Slash ribbon cutting, whatever we

21 decide we want to do.

22 COMMISSIONER LETZ: Steve?

23 MR. KING: Yes?

24 COMMISSIONER LETZ: Do it in early summer, not

25 July-August.

1 MR. KING: When it's like 140 out here.

2 COMMISSIONER LETZ: June's nice -- a real nice

3 month for this.

4 COMMISSIONER OVERBY: Early June.

5 MR. KING: Still some green grass, before it all

6 turns brown.

7 MR. McKENZIE: We looked at it. The design's

8 already done and sealed.

9 MR. WALTERS: It is?

10 MR. McKENZIE: I started the process back in

11 October. When they finished it, it was wrong.

12 MR. KING: You started after this letter to the  
13 editor?

14 MR. McKENZIE: No, I started before that letter to  
15 the editor. But it's already sealed, Corey. It's  
16 approved -- funding approved. It's -- we're going rebuild  
17 it, build a turn lane. It's going to be really nice when we  
18 finish it. You'll see that change, and the new guardrail go  
19 up right down here.

20 MR. KING: Okay, that's good. Just handle that,  
21 Bruce, but let us know. All right. Information/discussion.  
22 Fire flow enhancement project.

23 MR. McKENZIE: I was informed late Friday afternoon  
24 verbally -- I haven't got the written yet -- that we've -- we  
25 have now passed our fire flows on our fire hydrants, minimum

84

1 of 1,500 gallons a minute. Without going into great detail,  
2 that's what Pat Dunlap, the fire marshal, told me Friday  
3 afternoon about a quarter to 5:00.

4 MR. MOSER: Ilse, why don't you take action to make  
5 sure they never change that requirement. (Laughter.)

6 MR. VOGT: Is it exactly 1,500?

7 MR. McKENZIE: No, sir, it exceeded -- exceeded it.  
8 The last one up here exceeded it. I haven't seen it in  
9 writing; that was 1,700, the last one. The ones down by the  
10 T-hangar were way over 2,000. But it did meet the 1,500  
11 gallons per minute, so -- and I haven't got that in writing,  
12 but he's going to give it to me. He called me and told me  
13 that it passed.

14 MR. MOSER: So, with that, we got the fire flow  
15 water.

16 MR. McKENZIE: He can build his hangar, yes, sir.  
17 Without sprinkling it, by the way, 'cause it's less than  
18 10,000 square feet, so he doesn't have to sprinkle it.

19 MR. MOSER: Good.

20 MR. VOGT: I certainly think it's -- it's  
21 appropriate to thank the City and the County for providing  
22 the funds to do that. That's a big concern. That's a lot of  
23 money, and it's going to pay big dividends downstream with

24 respect to the hangar development. We couldn't do it without  
25 it, so thank the City and the County for that.

85

1 MR. MOSER: That'd be a nice little P.R. thing, to  
2 follow up on Fred's, is whenever we proceed with the new  
3 hangar, put something in the paper that said, you know,  
4 "Here's what the City and County did to enable this, and lo  
5 and behold, it's happening, and that's economic development."

6 MR. McKENZIE: Okay.

7 MR. MOSER: Blah, blah, blah, blah.

8 MR. KING: Taxiway/drainage update.

9 MR. McKENZIE: We're scheduled to begin paving on  
10 the 25th, which is Tuesday, and that's all -- depending on  
11 the weather. Not so much the rain, now.

12 MR. KING: How many days is that going to take to  
13 pave?

14 MR. McKENZIE: Eight. We're laying 8,500 tons of  
15 asphalt. We're going to lay 4 inches of asphalt, 22-inch  
16 depth, and it should take us about eight days.

17 MR. WALTERS: Eight days start to finish, including  
18 cure?

19 MR. McKENZIE: Yes, sir. When they get through  
20 with it, you can taxi.

21 MR. KING: Temperature's got to be above what?

22 MR. McKENZIE: Temperature of the ground's got to  
23 be at least 45 degrees.

24 MR. MOSER: Probably never gets below that.

25 MR. McKENZIE: The ambient air temperature needs to

86

1 be above 50, though, but it usually --

2 MR. KING: When do we pave our roads? After they  
3 finish?

4 MR. McKENZIE: After they finish, they'll pave this  
5 road.

6 MR. KING: How far?

7 MR. McKENZIE: They're going to -- from where the  
8 new pavement starts there by Dugosh up to past Gate 2.

9 MR. KING: Where's that?  
10 MR. McKENZIE: Where you turn into -- going to  
11 Hangar 4 down here, just past that about 100 feet. That's  
12 where it's torn up so bad.  
13 MR. KING: What about the part that's not torn up  
14 too bad up here?  
15 MR. McKENZIE: That's just normal wear and tear. I  
16 tried to get the whole thing, and they wouldn't go for that.  
17 MR. KING: Really?  
18 MR. McKENZIE: This is not in bad shape.  
19 MR. KING: Where's Gate 2? Where is --  
20 MR. McKENZIE: Going into Hangar 4 down there.  
21 MR. KING: Okay. Be sure they fix all of it.  
22 MR. McKENZIE: And they're also going to repave the  
23 road into Hangar 4 all the way down to the gate. We're  
24 getting a new road down there as well. They're redoing it.  
25 MR. KING: Are they?

87

1 MR. McKENZIE: Yes, sir.  
2 MR. KING: Okay.  
3 MR. McKENZIE: And, like I say, we're going to  
4 pave -- we're scheduled for the 25th. We've got to prime it  
5 first, but we're -- they're set. They've passed densities,  
6 and their density test's done out here.  
7 MR. KING: Going to redo the base out there or  
8 going to repair?  
9 MR. McKENZIE: Oh, yeah. It will get two shots of  
10 a Grade 3 and Grade 5 on it.  
11 MR. MOSER: If they don't reach air temperature,  
12 they just shut down for that day?  
13 MR. McKENZIE: They can't pave, yes, sir.  
14 MR. KING: Mooney hearing.  
15 MR. McKENZIE: The Mooney hearing has been  
16 rescheduled for February the 8th, which I think is next  
17 Tuesday. I don't have a calendar in front of me. It's been  
18 rescheduled twice now. So, if anyone would like to attend  
19 that --  
20 MR. KING: How many creditors are objecting?

21 MR. COWDEN: What time is that?  
22 MS. BAILEY: It's a bunch.  
23 MR. KING: A bunch of creditors objecting?  
24 MS. BAILEY: Yeah. I've got a copy of the  
25 pleadings here, I think.

88

1 MR. KING: What court's that? District?  
2 MS. BAILEY: Yes, district court, 198th.  
3 MR. KING: 198th.  
4 MS. BAILEY: Judge Emerson.  
5 MR. KING: Is that Keith?  
6 MR. McKENZIE: Judge Emerson.  
7 MR. KING: Rex.  
8 MR. VOGT: Be right up to speed.  
9 MS. BAILEY: Siena Capital is the named plaintiff.  
10 But I think I had a list of all the creditors, and there are  
11 a number of them.  
12 MR. KING: Who do we need to win?  
13 MR. COWDEN: Who do we cheer for?  
14 MR. KING: Who are we cheering for?  
15 MR. VOGT: You can't answer that, Ilse.  
16 MS. BAILEY: We just need a solvent tenant.  
17 MR. KING: Okay. Okay. She's not the judge or  
18 anything.  
19 MR. VOGT: No, but it's an open meeting.  
20 MS. BAILEY: Here's a list of all --  
21 MR. KING: Who am I cheering for? I want to know  
22 who I'm cheering for.  
23 MS. BAILEY: It's problematic. There's two pages  
24 of it. Those aren't all plaintiffs, but --  
25 MR. KING: Right.

89

1 MS. BAILEY: -- it just shows you what kind of  
2 creditors they have out there.  
3 MR. KING: Good. Be good for the local economy. A  
4 lot of lawyers will be in town, eating and staying.  
5 (Laughter.) Hill Country Cafe will do great business that

6 day. Item 3D, master plan meeting update today.  
7 MR. McKENZIE: Begins in 20 minutes.  
8 MR. KING: Okay. That's all you have for that,  
9 huh?  
10 MR. McKENZIE: Yes, sir.  
11 JUDGE TINLEY: Anything else?  
12 MR. McKENZIE: Next meeting is the 21st, which is  
13 President's Day.  
14 MR. KING: We don't have to go into executive  
15 session? We're okay?  
16 MR. WALTERS: All your holidays.  
17 MR. COWDEN: All my holidays.  
18 MR. KING: Motion to adjourn?  
19 MR. MOSER: So moved.  
20 MR. KING: All in favor?  
21 (The motion carried unanimously, 5-0.)  
22 MR. KING: Thank y'all very much.  
23 (Airport Board meeting was adjourned at 10:10 a.m.)  
24 -----  
25

90

1 STATE OF TEXAS |  
2 COUNTY OF KERR |  
3 I, Kathy Banik, official reporter for Kerr County,  
4 Texas, do hereby certify that the above and foregoing is a  
5 true and complete transcription of my stenotype notes taken  
6 at the time and place heretofore set forth.  
7 DATED at Kerrville, Texas, this 20th day of January,  
8 2011.  
9  
10 \_\_\_\_\_  
11 Kathy Banik, Texas CSR # 6483  
12 Expiration Date: 12/31/12  
13 Official Court Reporter  
14 Kerr County, Texas  
15 700 Main Street  
16 Kerrville, Texas 78028  
17 Phone: 830-792-2295

18

19

20

21

22

23

24

25