

BOARD OF DIRECTORS ANNUAL MEETING
MID VALLEY AIR PARK PROPERTY OWNERS ASSOCIATION
Saturday, November 18, 2023

1. Call To Order-Pledge of Allegiance

President Clayton Stansell: We have a candidate for the board who would really like to be on the ballot, who submitted her name to the board and was, in error, not submitted on any of the ballots. Without cancelling this meeting again, without sending new ballots out again, I do not see a way around this. If we do not have a meeting this month, we are in violation of our by-laws that require we have a meeting at least every 13 months.

Sarah, stand up and introduce yourself for a minute. Sarah Mason is going to talk to us for a minute.

Sarah Mason introduced herself to all members present and gave a short speech outlining what she considered her qualifications to run for a position on the board. Sarah indicated that both her husband and daughter have an interest in becoming pilots.

Twelve members present indicated that based on Sarah's presentation they would change the vote they previously made.

Clayton Stansell: It has been determined that a new "board of directors" ballot will be reissued, and anyone who leaves the room without their name on that ballot will not be on that ballot. Anybody who gives you their name, or who is existing on the ballot will be on that ballot, and that is it.

I would like for the folks who are on the ballot, other folks who are on the ballot, possibly to reconsider their motivation for physically being on the ballot. I have it from exactly the horse's mouth that more than one of the candidates we have, have the motivation that may not necessarily be for the betterment of this community. We have some people representing some of their own personal interests, we have some squabbles, and figure that out by Monday, and we will have that ballot come out. Figure it out by the end of this meeting, and then we will have that ballot come out Monday, and that is it. We are going to email the ballots out. You have the option to then mail it back to us, and we will pick a day that is appropriate to cut off the received mail ballots, email it back to us, or physically hand it to a board member.

After much discussion amongst those present and no consensus reached, Clayton Stansell decided to resign as president and Mark Reyner, the vice president, became the presiding official.

James Valverde asked each candidate to speak for two minutes. Those who spoke were Jerry Donovan, Meg Fleming, Paul Sorensen, and Kurt Young.

VP Reyner asked for the minutes from the last meeting to be approved. James Valverde made a motion to approve the minutes from the November 7, 2023, monthly meeting, seconded by Mark Reyner. Approved.

2. Treasurer's Report:

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James Valverde: At the end of the year the total money market account that we have is \$120,000. Operations are \$35,000, almost \$36,000. Our runway is almost \$70,000, and our roads, the special assessment, we only have \$217.00. So, for a total of \$226,000, almost \$227,000.

Forecasting for the annual budget, moving forward we cannot continue to operate at our current budget. We probably have a year, maybe two years left at our current budget. The cost of goods and services and labor are continuing to skyrocket, and without the help of the state, we will be in a deficit going forward. I want to bring that up for the next board to address the raising of dues.

The first part of the proposed budget is the income. Nothing has changed regarding the income. Following our normal POA dues, we will receive a little over \$52,000. If we approve the special assessment, we will add \$18,000 to that, for a total of \$70,700. I took out liens, real estate transfers. Everything else is pretty standard on the income portion.

The expected expenses going forward in FY24, the first couple portions are pretty standard, the accounting expenses, insurance for runway, board, legal expenses set aside. Those are all pretty straight forward. Going to the maintenance of the tractor, Dave Hamann advises an approximate cost of \$3,000. We may or may not get financial assistance from the State. Our property taxes here were just paid.

Runway maintenance, a lot of that is carryover from previous years that was not used due to State assistance, but that is approximately \$80,000. Electricity for the runway, this building, approximately \$600.00. Expect that to rise.

Our total proposed budget is going to be approximately \$130,000.

Rose Longmire raised the issue that in the minutes, under the EAA report, second paragraph, it states that relief was granted on the insurance. It should have been reported that relief was requested, but not yet granted.

3. Hooey Report:

Bob Henning: The price of gas has changed. It is currently \$5.69 per gallon.

4. EAA Report:

Rose Longmire: We flew four rallies this year, receiving 142 credits for our chapter. Kurt Winker flew 60 kids of those 142 credits, and Bob Waters 45, Pete Rael 13, Emilio Verastegui 12, Frank Flores 8, and Dave Hammon 4. There were also a lot of pilots from other chapters that helped us with the fly-in. So, we flew close to 150 kids in our rallies this year.

We also did some rallies outside Mid Valley. We did one in Lordsburg where we gained 66 credits. We had another rally in Truth or Consequences, and we flew 134. Then in Deming we flew 57 kids.

All rallies were well attended, worked out really well. Actually, in Lordsburg we had 61 who signed up, but only could fly 26 because of weather and lack of pilots.

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We also serve meals to the community. At the first two rallies, we sold 97 Burritos; the next two rallies we had 134 pancake breakfasts.

Sarah Mason asked if it would be possible to have pilots on hand to fly the children attending the field trip to Mid Valley, and Rose indicated she would check it out. She also indicated she was looking into having another "Flying Start" event.

Rose wants to thank all the volunteers.

5. Airport Manager's Report:

Kurt Winker: It has been a slow year for any major maintenance or improvements to the airfield. The only State assist item was the purchase of FOD Boss, a payment sweeping device. That unit cost \$6,000, and the State paid for 90 percent of it. This was on a 2021 maintenance grant that is good for two years, March to March. So, it was a use or lose of those funds.

A new maintenance grant was applied for, as well as numerous project grants. All of the grant applications have been in limbo for the entire year due to some political issues up the road. I will update the rest of that.

To date, I think we have ended up getting about \$120,000 plus in State funds, which has helped our budget. I will get back to that budget

On a good note, we received a \$500.00 check for a film shoot for Motor Trend Magazine, Roadkill Garage series. It is not out yet, otherwise I would direct you to where it is. All I had to do was go out there and watch them for a couple of hours, and they gave us \$500.00. Last year we received \$800.00 for a bank commercial. You have probably seen that one, where a woman standing on the end of 18 while an F18 goes over the top of her head.

All this money goes straight into the runway fund.

More good news: The PNM pole that we have been trying to get rid of for over 25 years was finally removed at the beginning of this year. (Applause) That was pain, but it got done. The old beacon that was out there was removed. The AWOS that was sitting on the pole over there has been removed those were cut down.

The lead-in lines were painted on the new pavement at the north end of the runway. Hold short markings were painted as well as taxi ident lines where roadways and taxiways intersect. We were going to purchase signage for all of these intersections and stuff which take grant money, but that is on hold pending further action from the State. We could buy all that stuff now, but as previously mentioned, we are sort of trying to watch our pennies, and the State does not retroactively pay for anything. So, if we wait a couple of months and everything gets better and they help pay for it, we pay 10 percent on the dollar for that.

As far as large projects, like doing the end of the runway, where we fixed the over-run, The State paid 100 percent of that.

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Each grant that you apply for, you tell the State what you want to do, how much it is going to cost, and then they decide whether they are going to approve it or not, and then they decide how much they are going to pay. It could be all of it, it could be 50 percent. We don't know. That will bring me back to the budget in a little while.

Other items this year were fabricating a new solar led windsock light for the big windsock, replacing almost all of the runway bulbs this year. On the list still is runway crack sealing, which will be done this fall. We didn't want to wait for State money on that because we don't want the thaw/freeze cycle in the middle of the winter if we get any snow to make it worse. So that is going to cost us about \$13,000 out of our own budget. It will require some runway closures to complete it. The air park will be notified in advance. Appropriate NOTAMS, et cetera, will be issued. There are many items on the airfield that need attention. Those will be addressed in 2024 when more information about funding is known.

On another note, there have been quite a few instances of people and vehicles on the runway. Folks in the neighborhood have been pretty good at addressing these issues as they arise, as best as we can, but not all of them can be prevented. Bottom line, keep your eyes open for that when you're flying and when you're not, and let's all keep that stuff under control.

Some on-going items are prairie dogs, on-going weed control, runway and barricade replacement, maintenance. We will get to that as time permits. There was a concern raised about the C-130s flying over the field at night. A question-and-answer meeting with the squadron was held recently. The issue will be monitored and addressed, if necessary.

There is a cave-in on the ditch that runs north/south midfield and the parallel to the tracks. I've been waiting for contact information in order to obtain a bid of this stuff. I don't have it yet. A proposal will be submitted to the Board to get that professionally fixed once I get the information from the people who will tell us how we want that fixed.

That is the runway report. If you have any questions on that, I will answer them and then I have a couple of quick things that sort of tie in on some other issues.

Going back to the State funds, there are a lot of issues in trying to get outside money for the airport that can be complicated by people saying that we are not allowed to do it because of the anti-donation clause. All of the legal opinions that have come back are that you can do it if you do it right because we are basically letting the public use our runway, and we have not charged for it for 50 years. We are working on that.

One thing to keep in mind. If you look at the way the budget is, it looks like we are going to spend \$130,000, but we are only going to bring in 70-something. That \$80,000 runway budget, we haven't done a lot to the runway in the last few years, and the practice is, whatever we don't use on the runway, we carry those funds forward, so we have them when needed. Now, the thing is, you have to be able to pay for these grants up front, and then they reimburse you. So that \$80,000 expense does not mean we have to spend \$80,000, but we have to have it. If for some reason we get a lot of work done this year, we have to have enough money to pay the bill, submit all the stuff, and then have the

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State reimburse us. If they do not pay us back, we still have to do some of the work. So those numbers can be a little bit deceptive because we paid \$50,000 to have the end of the runway fixed and the State paid for all of it. They gave us the money back, but we had to have it in the first place. So that is one thing to keep in mind.

The other thing to keep in mind is, right now we have \$226,000 in the bank, more or less. The income for next year is about \$70,000. That turns out to be \$298,000, of which the line item for the expenditures is \$133,000, and that leaves us \$166,000. We are not doing bad. Prices are going up. We are doing okay. But the consideration is valid to bring up later on to whether we need to raise the dues or not. Does anybody have any questions on that?

The question of when was the last time the dues were raised, and the answer was in 2006, and they went from \$240.00 to \$350.00.

One other thing is that I found a thing in my piles of papers that said the County agreed that Mid Valley would pay 25 percent of assessed value in taxes due to an agreement about the roads that we maintain. Let us find out if they are really doing that or not and, if not, let's fix it because we will get to save some money in property taxes. It is in the Court finding.

6. Grounds Report:

Dave Hamann: I am not a candidate, but I really appreciate the volunteers at this air park. There has been some effort to buy new equipment for the grounds committee, and because of this budget, we are making do with what we have. One tractor out there does need some repair, and we are going to try to get that done at a minimal cost, and have Kurt send it in in January.

I do need volunteers. The weeds are out of control.

7. Architecture Committee:

Rick Chavez: Special thanks to the Architecture Committee. Great communication, no drama. It has been amazing. We have got Anne Stansell, Jan Marker, Rick Davis and Dwight Jones. Thanks, you very much, guys.

This last year, we have had five submittals. Kurt Winker had a storage shed approved, Ralph Chesire had yet to break ground on his commercial hangars. He may have to resubmit that eventually. Matt Torres had a storage shed and his block wall. That was in April of 2023. Marisa and Daniel Chavez with their block wall in their back yard in May of 2023. It all went smoothly.

Anne Stansell: We have one more submittal, a wall that Rick Chavez wants to put in his back yard and around the sides and am submitting the plans for signature to the board.

8. Roads Committee:

Kurt Winker: Concerning the roads, this year Mooney Court, Elaine Drive (from East West to Luscombe), and Lawrence Drive were worked on. These roads were cleaned, crack sealed, and seal coated. There were also some minor pothole repairs, signs ordered and such. Road expenditures for this year were approximately \$32,744.00. In 2022, Bonnie Drive was resurfaced at a cost of \$28,355,

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and repairs to Elaine Drive for \$3,557 were done, for a total cost of about \$32,000. In 2021, after some years of inattention, road work totaling almost \$110,000 was done, and I think we are doing all right. The roads are in the best shape they have been in many years. If you will notice a trend, that trend is about \$32,000 a year spent on roads. I will go back to the budget. Out of the regular budget, \$15,000 has been assigned to the roads for years, and that is one of the other areas where whatever is not used is carried forward. Sometimes we will borrow from past or future years, but that is about the expenditure. Unfortunately, we are being able to do a little bit less with that, but that is where we are.

Roadwork for 2024 is proposed to clean, crack seal, and seal coat Luscombe, from Hathaway to Debonair, all of La Sombra to Debonair. Cost, \$32,000.

In a focused effort to fund this work, it is recommended by me that the special assessment be passed, which is strictly earmarked for roadwork. So between the special assessment and the regular budget amount, that is working, sort of. In the past many, many years, the air park budget for roadwork, like I said, has been about \$15,000, and we do need the \$18,000 from the special assessment to get something else done. At \$15,000, we cannot do one of either one of those project we were hoping to get done for the year. When we get to that point, all of the roads in the air park have had the preventative maintenance done and, as you know, over the past years many of them have had to be rebuilt, patched, or otherwise attended to.

I was asked recently if there was a five-year estimate for cost projections for air park roads. There is not. The cost of asphalt, materials, and labor are fluctuating wildly, and also not knowing what damage is going to need to be fixed, or what roads will require repair, would make this task inaccurate and useless. Basically what we try to do is, we kind of have our eyes on the road plan for next year, but it could change. If something happens and we have to do major repairs, we are going to have to jockey some stuff around. There is concern about the culvert down at the south end, and we are still trying to find out if we are liable for that one or not. We have had to pay out of our own pocket for a lot of the other culverts to be fixed, and that is a huge bill because we have to have them. That is where we are on roads. If you have any questions or comments, let me know. Thank you.

9. Unfinished Business:

Unfinished business is going to be the vote, pretty much as Clayton said we will, and we can't do that now.

10. New Business:

Eleanor Love: Years and years and years ago, all my husband, John Love, could think about was air park, air park, air park. I said, "No, we're not moving. We are not moving." For six years at breakfast, he always said, "We should move to the air park." I said, "No, no." Finally, he just got me in to it, and I said, "Okay, okay." I had a little path up to my mother's house in the orchard, and that was a very hard thing for me to do, but I am so glad. I think Rose was here a few months before us, so it's been a long time. I want to thank all of you. I had my 95th birthday recently, and this is one of the best places to live. I just love it. I love my home and the people. I am not doing too well, and my memory is shot, but

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I'm still here. I love you, and you can always stop by. I live in the blue house, the only blue house here. Come see me. I would love that.

Dave Hamann: Dave gave kudos to Meg Fleming for all of her hard work for and knowledge of the air park.

Jay Jensen gave a short presentation on a security system for the air park, Flock Security.

Mark Reyner: The votes are in. The special assessment was passed, 71 to 4. The annual dues is passed, 56 to 4, and the budget passed, 52 to 4.

Any comments on the votes? (No response.)

Any further business? (No response.)

Anne Stansell made a motion to adjourn the meeting, seconded by Dave Hamann. Approved

Meeting adjourned.