

Indian River Aerodrome Property Owners Association

Board of Directors Meeting Minutes

Date: July 22nd, 2025

Location: Kaser Residence, 560 Gull Wing Drive

CALL TO ORDER

Bill Kaser, IRAPOA Vice President, called the meeting to order at 6:08 PM.

BOARD MEMBERS PRESENT

In Person: Bill Kaser (Vice President), Carole Ballough (Treasurer), Karen Hodge (Secretary), Ray Dyson (Airport Manager), Nick Easterling

By Phone: Lamberto Roscioli

Absent: Brian Hayes (President)

GUESTS

Gary Hodge, Barb Speece, Ryan Speece, Trudy von Linsowe, Dave von Linsowe, George Ferguson, Carl Miller, Jim Davis, Mike Spanos, Maria Nejamky

MINUTES

- The previous meeting minutes were distributed via email and hard copies were made available at the mailbox after. Copies were also present at this meeting.
- A correction was proposed regarding the irrigation system discussion from the prior meeting. Dave von Linsowe noted that his proposal to investigate using every other sprinkler head - with longer-range nozzles and capping alternate heads to reduce flow rate while still covering the runway - was missing from the minutes.
- It was clarified that irrigation contractor Mike Vereen was paid prior to a meeting that was due to be scheduled with board member Brian Hayes and residents Ian Wolfenden and Dave von Linsowe, which was intended to discuss the proposed modifications.
- Five system failures were noted prior to payment, related to high flow velocity causing a hammering effect in the pipes.
- A motion was made to accept the minutes with the correction regarding the irrigation system proposal. All in favor, no opposition. **Motion passed.**
- Secretary signed a final copy of the minutes and the corporate seal was stamped.

TREASURER'S REPORT

Carole Ballough reported the following account balances as of July 19th, 2025:

- **Operating Account:** \$8,903.00
- **Operating MMkt Savings Account:** \$50,289.00
- **Road Reserve MMkt Savings Account:** \$87,598.00
- **Irrigation Reserve MMkt Savings Account:** \$3,443.00
- Year-to-Date Interest Earned (as of June 30, 2025): \$989.00

- Tax Liability: \$296.70 due to interest income at a flat 30% rate. The board noted that estoppel money from property sales may not be taxable, pending clarification.
- Three houses are currently under contract: Grafstrom, Sundermann and Marks.
- The estoppel fee was raised to \$295.00, close to the legal limit of \$299.00, typically paid by sellers but negotiable between buyer and seller.
- Insurance documents were received, including forms declining terrorism coverage. The board discussed the need to upload these to Google Drive for documentation.
- Challenges with Google Drive organization were noted, with hard copies and PDFs maintained on a laptop. Bill Kaser offered to assist Carole with training on Google Drive usage.
- Bill Kaser mentioned that passwords for board members' access to the website and Google Drive will be updated.
- A spreadsheet tracking expenses is being used to build the 2026 budget, allowing trend analysis over the past three months (so far).
- Bill Kaser made a motion to accept the Treasury report. All in favor, no opposition. **Motion passed.**

OLD BUSINESS

1. Irrigation System Replacement

- The irrigation system replacement was a key agenda item. Issues with the current system include high flow velocity due to too many heads per zone with long-range nozzles, causing a hammering effect.
- A proposed solution to cap every other head and use longer-range nozzles to cover the runway was not implemented due to lack of a meeting with contractor Mike Vereen.
- Payment to Mike was made before the proposed modifications could be discussed, potentially complicating further changes due to warranty concerns.
- The system has a four-inch pipe necking down to three inches, increasing velocity and contributing to the hammering effect.
- Infrastructure is in place to add more zones on the west side in the future, if needed.
- The board discussed forming an irrigation committee to address these issues.
- A motion was made to form an irrigation committee consisting of Dave von Linsowe and Ian Wolfenden to negotiate modifications with the contractor to improve system performance. All in favor, no opposition. **Motion passed.**

2. Verbal Request from John Mariani

- Emails and mailed notices addressing the matter were prepared and sent by Karen Hodge and Brian Hayes prior to the meeting.
- Residents are encouraged to contact the board directly if any new issues arise.
- The board agreed to remove this item from future agenda(s), as no further updates are anticipated.

3. Current Legal Actions

- There is nothing new to report at this time.
- The board agreed to remove this item from future agenda(s), as no further updates are anticipated.

4. Island Bridge Railing

- The bridge railing project was discussed, with Brian Hayes and Gary Hodge previously tasked but unable to proceed due to time constraints.
- Lamberto Roscioli expressed willingness to lead the project if provided with volunteers and materials. He proposed creating initial drawings for approval.
- A suggestion by Ray Dyson was made to use stainless steel cables with turnbuckles for durability and simplicity, similar to ship railings or pool barriers, rather than wooden posts.
- Concerns were raised by Lamberto about ensuring posts can handle cable tension without excessive stress.
- Lamberto was tasked with providing updates on the bridge railing project, exploring the steel cable option, and ensuring structural integrity.

5. Road Paving

- Bill Kaser provided quotes for road paving, which varied significantly:
- \$384,000.00 (detailed breakdown by road)
- \$474,000.00 (two inches of pavement over existing road)
- \$447,000.00 (milling and 1.5 inches of pavement)
- \$171,000.00 (lowest quote, but concerns raised about quality)
- \$417,000.00 (MBV Engineering, including \$7,000.00 for engineering; \$363,000.00 without engineering and a few other line items). **This quote is from February 2024.**
- Milling was debated, with the consensus leaning toward overlaying two inches of pavement if done before further deterioration.
- The board considered increasing the annual road reserve contribution (currently \$20,000.00) due to rising costs, as initial estimates of \$200,000.00 have escalated to \$400,000.00+.
- Financing options were discussed, including a special assessment tied to properties or a hybrid model where owners could pay upfront or finance.
- The board aims to negotiate with contractors paving nearby to reduce mobilization costs.
- Bill Kaser said he will continue gathering quotes and explore financing options, and invited other board members and residents to give input/recommendations in the meantime.

6. Discussion of Cash Management and Operating Funds

- This was discussed earlier in the meeting.
- The board agreed to remove this item from future agenda(s), as updates will now be provided during the 'Treasurer's Report'.

7. Tree Trimming - Roads, Taxiways, North End of Runway & Dead Palm Trees

- Bill Kaser discussed with Dave von Linsowe that the tree trimming needs include clearing 14 feet high and 2-3 feet from road edges, with specific requirements for Nieuport Drive to accommodate aircraft. Issues with overgrowth in ditches and near runways were raised, particularly on the north end and between properties.
- A vendor, Todd Green, was praised by Jim Davis for quality but concerns were raised about reliability. Another vendor, Scott Tree Services, was suggested by Ray Dyson.
- Coordination with a neighboring landowner was proposed to address trees on leased land. Karen Hodge advised that she has the contact information for the individual that leases the land.

- Board members to provide vendor recommendations and develop a scope of work for tree trimming and ditch maintenance.

8. Discussion to Allow Taxiing on Roadways (With Potential Bylaw Changes)

- A proposal to designate Nieuport Drive as a taxiway was presented, requiring 78% community approval (all 54 homes must be surveyed, with at least 78% agreeing).
- Jim Davis created a draft document entitled “Proposed Amendment to the Covenants, Conditions, and Restrictions of Indian River Aerodrome Subdivision”. It was circulated to all meeting attendees. It was reviewed by attorney Simon Rosin for legal compliance. Ryan Speece discussed simplifying the language to focus on active taxiing, with aircraft having right-of-way over vehicles.
- Concerns were raised about potential issues (e.g., vehicles not yielding) and the need for signage (e.g., “Yield to Aircraft”).
- Comparisons were made to other air parks like Spruce Creek, where aircraft have priority. The board suggested Jim review their bylaws for guidance and best practices, if possible.
- 5th Street SW and Sopwith Drive were identified as potential additional areas needing clarification to avoid legal issues.
- Suggestions included remote-controlled flashing lights or FAA-approved signaling devices; however, some members felt that signage alone was sufficient and raised concerns that such devices may not be effective, particularly since visiting pilots would not have access to them.
- Jim will revise the taxiway designation document based on feedback, incorporating clear language and ensuring all relevant roads are addressed. He will present the updated draft at the next meeting, or sooner if possible.

NEW BUSINESS

1. Continuity of Current Projects / Outline of Future Goals and Priorities

- No discussion or updates at this time.

2. Discussion of Safety Concerns at Runway Stop Sign(s) and Consideration of Alert Solutions

- A recent incident involved a resident rolling his vehicle through a stop sign, nearly colliding with an aircraft. The pilot executed an evasive maneuver to avoid collision.
- Karen Hodge suggested adding solar-lighted stop signs to increase visibility, citing a successful example at 8th Street and 82nd Avenue.

(Secretary’s Note: During the discussion, I inaccurately stated that no accidents have occurred at the intersection of 8th Street and 82nd Avenue since the installation of the lighted sign. I apologize for this misstatement, which was made in the heat of discussion. To ensure accuracy, I have contacted multiple departments, including the Indian River County Sheriff’s Office and Public Works, to obtain data on accidents before and after the light’s installation. I will provide an update on the findings at the next board meeting, if received. This information will inform our ongoing discussions about safety enhancements at our community’s intersections.)

- Trudy von Linsowe noted that residents should already stop at signs, and lights may not deter non-compliant drivers.
- Suggestions included clearing vegetation at intersections for better visibility and adding “Check for Aircraft” signs.

- Dave von Linsowe noted the pilot to be partially at fault for the right-hand pattern and flying below **15 feet** over the road.
- No vote was taken on lighted stop signs. The board will explore vegetation clearing and signage improvements at key intersections.

3. Review of Current Bylaws in Anticipation of Proposed Amendment

- The board agreed on the need for a thorough bylaw review prior to the proposed amendment, aiming to identify additional necessary changes and avoid multiple legal filings.
- This review aligns with the 30-year bylaw update requirement and is prompted by outdated rules (e.g., Nieuport Drive taxiway restrictions stemming from a past dispute).
- A bylaw review committee was proposed to assist in modernizing the documents before the deadline (to be confirmed). Brian Hayes will verify the deadline with the HOA attorney and propose formation of the committee.
- Board members were asked to submit suggestions for bylaw revisions.
- The board will consult with the HOA attorney to ensure all potential amendments are legally sound.

4. Mosquito Control

- Resident Ashlee Zotter contacted Karen Hodge to report severe mosquito problems around her home and nearby areas - particularly near the canal behind her property on Nieuport Drive, which is currently holding approximately 2 inches of standing water.
- Ashlee reached out to the Indian River Mosquito Control District, who advised that the more residents who report issues, the better the chances of increasing spraying frequency. Ashlee noted that the call took only a few minutes and encourages others to do the same. Ashlee was told that our community was last sprayed on July 14th.
- To report mosquito issues, residents are encouraged to call **772-562-2393** to support increased community-wide mosquito control.
- Please note that truck-based spraying is limited to a 300-foot range and may not sufficiently cover canal areas, therefore additional recommended solutions were suggested - which include mosquito dunks, Thermacell devices and DEET-free repellents.
- Karen will include Amazon links to suggested mosquito control products in the email accompanying these minutes.

(Secretary's Note: At the time of these minutes being published, Dave von Linsowe informed Karen that George Ferguson had contacted Mosquito Control, and they are reportedly coordinating a time to spray. Let's keep those phone calls going so we can enjoy our beautiful community - mosquito-free - as often as possible!)

OPEN FORUM

- George Ferguson asked about any litigation status regarding grass cutting on private property/taxiways. No updates were available. Concerns were raised about potential legal or financial liabilities for maintaining these areas.
- Mike Spanos asked what could be done to make the runway usable 24/7, citing the ongoing issue of saturated soil. The board explained that wet-season limitations are due to soft ground and a high water table. Notices will be posted at the mailboxes and emailed to residents during these times.

- While sand application has improved conditions, overuse can damage grass and create unstable areas. The south end of the runway remains problematic. Suggestions included incremental sand application and aeration to improve drainage over time.
- Bill Kaser thanked Dave von Linsowe and Ian Wolfenden for their work on improving the runway. Nick Easterling recalled a past incident in which a plane sank about a foot into wet soil on the south third of the runway and had to be pulled out.
- Mike Spanos offered to help with runway rolling and requested use of the community roller. Due to safety and storage concerns, the request was declined. Airport Manager Ray Dyson also noted he's comfortable handling the task himself.
- Comparisons were made to Leeward Air Ranch, which benefits from sandier soil. However, our airstrip's soil compaction and high organic content remain ongoing challenges. Pilots are encouraged to contact Ray directly for up-to-date condition reports.
- Dave von Linsowe emphasized that this is a shared hobby airstrip, and weather-related closures will happen. He stressed the importance of respecting runway conditions and avoiding rutting, which upsets the balance between grass, soil, sand, and water. Excessive sand use may cause planes to sink.
- Pilots are strongly reminded to review the recently distributed Rules and Regulations, as deep ruts have been forming and pose safety risks.
- **These guidelines are based on common sense and safety - protecting not only the runway itself, but also your aircraft and the well-being of the entire community.**

(Secretary's Note: Bill Kaser shared that residents who need sand for their own use may access the excess sand piles located behind his property, with prior coordination.)

ADJOURNMENT

Bill Kaser made a motion to adjourn, seconded by Nick Easterling. All in favor. The meeting adjourned at 7:28PM.

Next Meeting: August 25th @ 6:00PM; location: The Miller's Hangar Office @ 545 Gull Wing Drive