

# Indian River Aerodrome Property Owners Association

## Board of Directors Meeting Minutes

**Date:** August 25th, 2025

**Location:** The Miller's Hangar Office, 545 Gull Wing Drive

### **BOARD MEMBERS PRESENT**

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

**In Person, but late:** Lamberto Roscioli

### **GUESTS**

Mark White, Mary Wood, Fannie Hipe, John Mariani, Ian Wolfenden, Gary Hodge, Trudy von Linsowe, Dave von Linsowe, George Ferguson, Carl Miller, Jim Davis, Joan Kaser, Brandon Zotter, Lee Dee, Cass Emmanuel

**Late Arrivals:** Natalie Roscioli, Mike Conway

### **CALL TO ORDER**

Brian Hayes, IRAPOA President, called the meeting to order at 6:03 PM.

### **MINUTES**

- Attendees were asked if they had reviewed the minutes from the prior meeting. Several confirmed they had.
- Dave von Linsowe admitted to misspeaking previously, and asked that the runway clearance reference be changed from 17 feet to 15 feet as a revision.
- Karen Hodge reported that Aaron Bowles requested the date of the road paving quote provided to Bill Kaser be included in the record, as MBV Engineering quotes are time-sensitive. The date to be noted is February 2024, to account for potential future price increases.
- A motion was made to approve the revised minutes, seconded, and passed unanimously with all ayes and no opposition.
- As the revised final copy of the minutes was not yet available, the President and Secretary signed and stamped the unrevised version for the time being. The finalized copy will be signed and sealed at the next meeting.

### **TREASURER'S REPORT**

Carole Ballough reported the following account balances as of August 23rd, 2025:

- **Operating Account:** \$5,655.04
- **Operating MMkt Savings Account:** \$44,443.59
- **Road Reserve MMkt Savings Account:** \$87,854.85
- **Irrigation Reserve MMkt Savings Account:** \$3,452.62

- Misc Income Earned - Estoppel fees (3 closings): \$885.00
- No significant questions arose; the report was deemed reasonable and accepted without formal motion.

## **OLD BUSINESS**

### **1. Irrigation System Replacement**

- Brian Hayes proposed a meeting this week with Dave von Linsowe, Ian Wolfenden, and irrigation contractor Mike Vereen; however, it was recommended to wait until after the rainy season to more accurately assess performance.
- Consensus noted the system hasn't been needed due to ample rain, though warranty and seasonal testing limitations were acknowledged.
- One proposal was to adjust a single zone by reducing to different nozzles to lower flow rate significantly.
- No immediate action; follow-up on scheduling a meeting is planned.

### **2. Island Bridge Railing**

- Lamberto Roscioli presented options from Home Depot, with sample flyers passed around. There were two main choices, ranging from \$1500.00 to \$2000.00, roughly.
- Modifications may be required due to bridge structure (e.g., adding 4x4 posts or cutting decking flush). Pre-drilling, spanning, and additional posts discussed for strength.
- History included original wooden railing damaged in 2004 hurricanes.
- Follow-up on costs and materials is to be planned before the next meeting.

### **3. Road Paving**

- Bill Kaser said that bids are still being collected, but said it's challenging for the project size.
- HPS Paving offered to pave a sample section, though concerns were raised about their capacity to handle the full scope of the project.
- No new bids received; ongoing effort noted without timeline.

### **4. Tree Trimming - Roads, Taxiways, North End of Runway & Dead Palm Trees**

- Brian Hayes and Dave von Linsowe conducted walkthroughs. Brian reported that one bid has been received from Rob, and another is pending.
- Scope emphasized aggressive trimming back to swale/property lines (8-10 feet) for visibility and safety, especially on 5th Street SW (remove 4-5 trees if taxiing considered); Gloria's house, oaks near ditch, and other areas. Concerns are rapid regrowth, need for thorough job lasting 4-5 years, supervision might be required.
- Bill Kaser proposed using the services of his brother-in-law, noting he would only be available during the cooler winter months.
- Initial cuts more costly but longer-lasting vs. annual minor trims.

## **5. Discussion to Allow Taxiing on Roadways (with Potential ByLaw Changes)**

- Jim Davis updated the Board on his progress with reinstating taxiing, which was revoked historically due to abuse leading to lawsuit (incidents: near-collisions, run-ups/stopping on roads).
- Many members suggested safety proposals: no run-ups/stopping; all lights on; individual privilege revocation (warnings, 3-strikes, bylaws enforcement).
- Joan Kaser suggested signage/lights suggested (flashing "Aircraft on Roadway," strobes for night).
- Petition by Jim Davis and Brandon Zotter roughly 50% complete, showing support; focuses on Nieuport Drive (possible extensions). Liability: \$1M insurance, pilot assumes all; FAA safe taxi certification a possibility.
- Vote requires 75% lot owners (announced that non-votes count as no); discrepancy with 1988 bylaws (2/3) noted - county records check needed.
- Jim will finish conducting the initial petition of Aerodrome residents. If sufficient support is confirmed, the Board will proceed with hiring an attorney to advise and handle next steps.

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

- Karen Hodge presented research regarding the 8th and 82nd intersection with a light mounted atop the stop sign(s). After consulting the Assistant Director of Public Works, Records Coordinator, Traffic Signal Coordinator, and reviewing Police Public Records, it was found that there were 5 incidents in 2022, 4 in 2023, 1 in 2024, and 1 so far in 2025. However, Traffic Engineering does not have a record of when the flashing light was installed.
- It was suggested that vegetation clearing may have helped the decrease in incidents.
- General consensus of members present at meeting is that lights are unlikely to counter risky behavior; suggested to refresh signs (larger, emphasize "Look for Airplanes").

## **7. Review of Current Bylaws**

- Deferred/merged with taxiing discussion. Focused on amendment wording, revocation processes, and avoiding piecemeal filings.

## **8. Mosquito Control**

- County sprayed recently; improvements noted (e.g., by Ashley Zotter).
- Recommendations are for residents to continue ongoing calls to the county, mosquito dunks in canals, eliminate standing water.
- Community effort emphasized; no major issues.

## **NEW BUSINESS**

### **1. Discussion of Runway Conditions Improvement Request by Mike Spanos**

- Karen Hodge read an email from Mike Spanos dated August 10th, 2025. The email expressed prioritizing improvements to the Aerodrome runway over street repairs, citing safety concerns and potential flight delays. He requested that the Board survey all registered residents to gather input on whether to focus on runway improvements or street repaving.

- Several board members and residents chimed in, noting significant enhancements to the runway since 2013, supported by ongoing maintenance efforts. These include the application of 40-60 tons of sand annually and a major stabilizer project (estimated to have occurred in 2003) involving 2,800 tons of material, which have collectively improved conditions.
- Ian Wolfenden added that, at most, the runway experiences about 25 days per year where pilots are advised to "fly with caution" due to wetness, particularly on the soft south end caused by a high water table. He emphasized that Florida's appeal to flight schools - offering around 300 flyable days annually (adding that they do not expect to fly 365 days per year) - underscores the Aerodrome's advantage, with approximately 340 viable days here. It was emphasized that this is a recreational airport - not a commercial airport.
- Karen shared Mike Spanos' suggested solution of installing drain tiles to address drainage issues. Several board members expressed skepticism about the proposed solutions, arguing that they would be ineffective due to the lack of a suitable drainage destination for the water.
- Dave von Linsowe presented alternative options, including permeable pavers and a more extensive approach of removing 12 inches of topsoil, replacing it with stabilizer and enhanced drainage material, followed by re-sodding. However, he noted these options carry a high cost, with estimates ranging from \$50,000 to \$100,000 or more, and would necessitate closing the runway for at least one month. Dave also highlighted that our current deed explicitly prohibits paving the runway.
- Lamberto Roscioli suggested contacting experts to help improve the runway. He referenced three different grass runway strips, including one near a friend's property just south of Ocala, where the friend reported never having issues with saturation. Ray Dyson reminded Lamberto that in the Sand Ridge area, the ground is not flat, and water has many places to drain. Nick Easterling noted that our runway's location - only 23 feet above sea level - also needs to be considered. Bill Kaser and Ray Dyson added some history, noting that experts had already been consulted previously. With that guidance, Dave, Ian, and Ray have made significant improvements to the runway from its original condition.
- Ian also noted that our lake is currently unusually high due to St. John's. They are holding back water to avoid releasing it into the Intracoastal, which is reflected in the elevated water table we're seeing.
- Dave noted that Mike Spanos' email insinuated using road funds for the runway, which is not permitted.
- After discussion, the Board reached a consensus to maintain the current maintenance regimen without undertaking major changes. They affirmed that the runway is in excellent condition for a grass strip, negating the need for significant investment or a resident survey at this time.

## **2. Runway Condition Notification Signs/Notices - New Approach/Communication Change**

- The Board was advised to cease official notices to avoid liability; it is and always has been the pilot's responsibility.
- New approach: No closures will be posted at the mailboxes or emailed; pilots are to inspect the runway, personally.
- Multiple members suggested educating new homeowners about the Aerodrome's grass runway, as well as integrating the 'Pilot Responsibilities' and 'Airport Rules, Regulations and Specific Guidelines' into bylaws, and possibly require signatures.

## **OPEN FORUM**

- The meeting welcomed a new resident when Mike Conway from 420 Sopwith Drive introduced himself. He shared that he served in the Air Force for a decade, took a hiatus from flying, and has now returned to the skies, piloting a Cessna 172 equipped with a 180-horsepower conversion.
- Cass Emanuel brought forward an issue involving an individual known as "Big D." It was reported that this person has been engaging in unauthorized activities, including dumping trash and cars, erecting buildings without permits, and other violations - along the backside of our community. Cass offered to share Big D's contact information if needed. He recounted an unsettling encounter where Big D visited his home uninvited, claiming he wanted to introduce himself. During this visit, Cass raised the need to trim trees along 1st Street SW to ensure the community's requirement to maintain clear passage. Big D responded aggressively, asserting that it was his road and refusing to grant access - despite it being a county road. Big D also mentioned having conversations with the Water Management District. Cass insisted that Big D leave his property. Following this, Cass contacted a known associate at the Water Management District, who assured him that a key to the orange gate would be provided to the Board by the weekend.
- Jim Davis revealed that the initiative to allow taxiing down Nieuport Drive originated with Cass Emmanuel's mother, Tammy Emmanuel. He explained that Cass is continuing a tradition his mother established long ago and expressed his hope that the Aerodrome would ultimately see this proposal come to life.
- Multiple members requested a directory update.

## **ADJOURNMENT**

Brian Hayes made a motion to adjourn, seconded by Nick Easterling. All in favor. The meeting adjourned at 7:37PM.

**Next Meeting:** September 22nd @ 6:00PM; location: Kaser Residence, 560 Gull Wing Drive