

MEADOW LAKE AIRPORT NEWSLETTER

Fall 2008

Attachments: (1) Airfield Report by Ron Lee
(2) New Member/Tenant Letter

President's Remarks (Dave Elliott): I promised in the June newsletter that I would do everything possible to keep all of the Board *and* the membership of the Association informed of our progress this year. This report has been in progress for some time with several evolving projects, and I apologize for the delay in getting it actually published. I do not pretend to be a desk top publisher, and if anyone would like to help put together an actual newsletter, we would greatly appreciate the help. In the meantime, I hope that you have had the opportunity to monitor our progress on the MeadowLakeAirport.com website.

I also proposed to transition administration of the airport from the "committee" of Directors that we have appropriately operated under for 35 years (but have outgrown) into a more business-oriented approach, managing a multi-million dollar not-for-profit corporation that may have potential impact on the local community as well as our general aviation needs. The projects listed below as well as the communications section at the end of this newsletter indicate the management/coordinator function of each member of your Board. I believe that we are headed in the right direction ...

ASSOCIATION UPDATE

This year, official actions of the Board will not only be buried in the minutes of the meetings, but will also be documented by Resolution. The following resolutions have been developed so far this year:

- 2008-01** amends the official mailing address of the MLAA to reflect the actual enumerated property address of the airport ... **13625 Judge Orr Road** (vs. 1 Cessna Drive that was made up for convenience)
- 2008-02** extends membership of the Board of Directors to include significant organized users of the airport in a non-voting liaison capacity (i.e.: EAA Chapter 72 and High Flights Soaring Club)
- 2008-03** accepts FAA AIP Grant #3-08-0063-15 for \$500,000 for land reimbursement (payback installment of the 2004 CDOT State Infrastructure Bank (SIB) Loan of \$3.5M)
- 2008-04** accepts CDoT Grant 08-00V-01 for \$13,527 for land reimbursement (payback installment of the 2004 CDOT State Infrastructure Bank (SIB) Loan of \$3.5M)
- 2008-05** authorized Verlin Schauer and David Elliott access to all bank accounts and appropriate records in order to bring MLAA records up-to-date
- 2008-06** accepts CDoT Grant 08-00V-02 for \$108,000 for a Strategic Business Plan (\$100,000) and a replacement airport beacon (\$8,000)
- 2008-07** accepts FAA AIP Grant #3-08-0063-16 for \$126,360 for land reimbursement (payback installment of the 2004 CDOT SIB Loan of \$3.5M)
- 2008-08** establishes a Fire Fighting Water Storage Facility on the east side of Cessna Drive for the benefit of all properties listed on Exhibit "A" of the MLAA By Laws. A "Letter of Access" will be provided to all existing properties (upon request), and to all properties applying for building permits (upon satisfactory ACC review and submission of the appropriate ACC Review Fee).

- 2008-09** establishes an ACC Review Fee of \$0.10/sq ft for review of all building permit applications ... the purpose of which will be to recover the costs of and build a reserve for non-aviation infrastructure facilities that benefit MLAA membership ... such as, but not limited to the Fire Fighting Water Storage Facility. (under review)
- 2008-10** accepts CDoT Grant 09-00V-01 for \$163,272 for land reimbursement, AWOS, and pavement maintenance & striping.

FINANCES

The financial reports for the MLAA for the years ending December 31, 2006 and 2007 are now complete and our IRS Returns for 2006 and 2007 have been submitted. Our fuel tax account at CDOT has been updated (\$22K) and we have identified several sources of monies (approximately \$13K) overdue to the Association (mostly 2006-2008 dues). In an effort to bring those accounts up-to-date quickly, the Board has agreed to give a one-month moratorium on interest penalties for overdue assessments submitted by November 31st (the \$25 late fee still applies) and we have contacted those parties. A separate mailing later this month (for the By Law revisions discussed below) will include copies of the MLAA Financial Statements for 2006 & 2007 and our budget worksheet for 2008/2009.

Grants. So far this year, we have received \$626,320 from the FAA in AIP (Airport Improvement Program) grants and \$13,527 from the Colorado Division of Aeronautics for land reimbursement (payback of the Colorado Aeronautics Board \$3.5M State Infrastructure Bank (SIB) loan). That will leave \$6,611 remaining for FAA reimbursement (to be included in our FY'09 grants). In addition we have received a \$108,000 grant from CDOT for a strategic business plan and a new airport beacon. Our Capital Improvement Plan (CIP) requests for 2009 have been approved for \$485,905 to complete the land reimbursement, perform runway/taxiway maintenance and repainting, and procure/install an AWOS. *However* ... a recent revelation from the State is notification that we are now being held responsible for \$311,111 in interest accrued from the SIB loan. This was not our (MLAA) understanding of the "loan" when it was offered in 2003 (accepted in February 2004) and the Board is currently working on various ideas to satisfy this requirement.

BY LAWS -- UPCOMING SPECIAL MEETINGS

We will be calling for a Special Meeting of the membership on Tuesday, December 9th, 2008 to vote on a few specific By-Law amendments:

- The first group of amendments reinforces our relationship with the FAA similar to language contained in the Grant Agreements and Assurances. They want to protect the Federal investment of tax payer money into Meadow Lake Airport as expressed in the revisions to the Articles of Incorporation amended last fall. In the unlikely event the airport is ever dissolved, the property that FAA has invested needs to be handled in accordance with customary FAA grant assurances.
- The second group of Amendments and questions deal with MLAA projects and finances. More information will be provided via a special mailing.

We are attempting to schedule an information meeting with the FAA (Airport District Office and CDoT (Division of Aeronautics) later this month at the MLAA hangar (before the special vote). The purpose will be to discuss with you their support for Meadow Lake and our future. Please bring your questions and concerns.

AIRPORT UPDATE

Strategic Business Plan. At the General Membership Meeting last spring, the Board reported that CDoT has provided a \$100K grant and MLAA had hired ADG to develop a Strategic Business Plan for the Association's

753 acre land area. ADG hired Fred Davis of Tri-Star Marketing to assist in the endeavor and as reported to the Board on October 29th, they are well into researching background of our “service area” for developing the plan.

Airfield facilities. (Project Coordinator: Ron Lee) We hope that you have noticed the tremendous amount of work that Ron Lee has put into maintaining our runway and lighting systems. Ron also coordinated preparation and inspection of the runway facilities for our 5010 inspection by CDOT ... he did well, we passed. He has identified specific problem areas of the runway and taxiway complex for crack filling and paving maintenance, as well as a need to expand the both runway run-up areas and many of the turning radius’ on Taxiway Alpha. Ron also accomplished a number of temporary repainting/stripping fixes throughout the summer. Our 2009 CIP includes \$195,000 for pavement maintenance, run-up area expansion, and re-stripping. Ron provided the attached report of airfield facilities (Attachment 1).

New Member / Tenant letter. Attachment 2 is a letter that the Board has drafted to be sent to new owners and users of the airport. It may also be a good review for current members as an expectation of good stewardship around the airport. The Board requests that all landlords copy it and pass it on to their old and new tenants.

Drainage improvements. Falcon Development completed the improvement of the Cessna Drive west side drainage ditch this summer (from the crosswind to “Echo”) as part of their Meadow Lake Airpark project. A proposal has been made for the MLAA to continue this upgrade on the Association property northward to the “Delta” access, when funds permit.

Signage. (Project Coordinator: Jamie Johnston) Jamie headed up a program to install signage for businesses on the airport. We know that some were missed, but we will attempt to correct that unintentional oversight with this winter’s re-enumeration project. Incidentally, to date, the MLAA has not paid for any of these signs. Although we approved the project, they have been privately funded so far.

Re-enumeration. (Project Coordinator: Dave Elliott) Our growth over the past 35 years, and especially the last ten years, has created a significant challenge to emergency services, deliveries, and visitors, etc., trying to find a specific airport address. This is particularly significant during this period of FAA concern with runway incursions. Some lots do not have numbers, some numbers are duplicated, some lots are xxxx1/2, and most are not on Cessna or Judge Orr, even though their street number indicates so. Dave is coordinating with El Paso County to determine what will be required to name the ingress/egress easements and renumber lots/hangars with respect to those drives. A separate mailing/proposal will soon be sent on this.

Fire water storage. (Project Coordinator: Verlin Schauer) As much as many of us would like to see a post-flight watering hole reopen, this actually refers to a FFPD requirement that, since we don’t have a central water system, a water source for fire fighting must be identified somewhere on the airport with 30,000 gallons of clean water available. Fire code and insurance provisions require availability of 250 gallons/minute for 2 hours. The MLAA procured three 10,000 tanks (2 from the Black Forest FPD and 1 from Falcon FPD) and will be installing them during November. In order to provide funds for this and other future non-aviation infrastructure upgrades, the Board has adopted an ACC Review Fee of \$0.10/sq ft for all future building permit applications.

Airport beacon. (Project Coordinator: Richard Martin) The new beacon is on the airport and installation is pending. \$10,000 was budgeted for the replacement (CDOT Grant 08-00V-02 providing \$8K) and it will probably be completed under budget.

SuperUnicom / AWOS. (Project Coordinator: Mark Shook) As many of you know, the SuperUnicom burned up this summer and needs to be replaced. The Board is actively pursuing funding and the various equipment alternatives for an FAA approved AWOS to replace the SuperUnicom. The CIP approved for 2009 includes approximately \$150K for the project. AWOSs are usually assigned to a four-letter designated airport. Part of

the project this winter will be a discussion of a possible name change and/or re-designation of Meadow Lake Airport, i.e.: Meadow Lake (KMLA), Pikes Peak Regional (KPPR), etc. Your input will be solicited.

USER NEWS

High Flights Soaring Club. (John Scott) High Flights had a fair soaring season this year. We lost most of the excellent spring weather to very high winds. The winds impacted soaring from Hobbs, NM all the way up the front range to Wyoming. We had a very good soaring camp at Meadow Lake the last week of June through July 4th. High Flights members logged more than 2500 km of cross country flights this year. Through October we had logged 314 glider flights and a total of more than 185 hours. In August we worked with Hydrowinch on the initial testing of their prototype new technology winch. They finally succeed in getting one good launch which demonstrated the potential of the technology. We look forward to more testing next spring. We're hoping for an excellent soaring season next year with light spring winds. Our prime soaring season is March through June.

Ultra-light folks. Tracy Tomlinson / CFI. Owner & Instructor of Free As A Bird, Inc. Provides introductory flights as well as flight instruction in Weight Shift Control Aircraft (Trikes). Instruction is available to either Ultra-light or Sport Pilot level. Proficiency checks and training are available to add a category/class to your existing pilot certificate. Contact Tracy @ (719)440-7864 or tmtomlinson@msn.com.

MEADOW LAKE COMMUNICATIONS

How to Get Information:

Airport Website: MeadowLakeAirport.com

- Check the website ... it is updated several times a week. While the association plans only 4 mailed newsletters per year, we publish board meeting reports, voting results, events, and news and information on the airports website at: www.MeadowLakeAirport.com (shortcut = 2MLA.com)
- If you are a member of the MLAA, or a based pilot, it is vital that you send us your e-mail contact info. We send out information on Airport taxiway and runway closures and TFRs notices by e-mail.
- Sign up for important news alerts at: info@meadowlakeairport.com

MLAA Scheduled Board Meetings: Second Tuesday of every month at 1500

13560 Piper Lane, Meadow Lake Airport. (MLAA Hangar) **All members welcome**

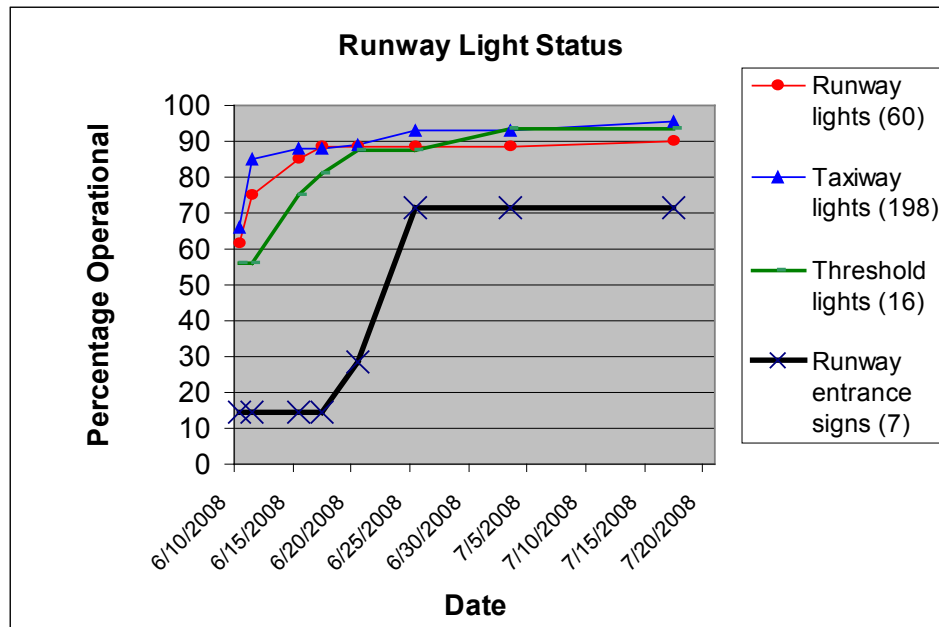
Officers and Directors:

President	Dave Elliott	interagency coord/financial mngt	falcon20flier@msn.com	(719) 339-0928 (cell)
Vice President	Joe Kuberka	safety, ACC	joekuberka@hughes.net	(719) 659-5052 (cell)
Secretary	Mark Shook	communications	mark@meadowlakeairport.com	(719) 641-0460 (cell)
Treasurer	Verlin Schauer	cash management	vschauer@msn.com	(719) 683-5353 (hangar)
Asst Sec	Jamie Johnston	planning, by-laws	jamie.johnston@ewsys.com	(719) 683-9300 (office)
Director	Ron Lee	facility maintenance	ronlee@pcisys.net	(719) 683-3701 (home)
Director	Richard Martin	vehicle maintenance	wemartin@sprintmail.com	(719) 683-6587 (home)
Liaison	Robert Brightwell	EAA Chapter 72 liaison	stinson601@aol.com	(719) 683-7556 (home)
Liaison	John Scott	High Flights Soaring liaison	jdscott@valleypine.net	(719) 494-3195 (home)

By Ron Lee

RUNWAY LIGHTING SYSTEM

In early June 2008 the runway lighting system was surveyed. Of nearly 285 lights and illuminated runway entrance signs just over 100 were not operating. On 11 June, Richard Martin and I began the time-consuming task of replacing bulbs, repairing knocked over light units, installing new light assemblies and excavating light bases long covered with dirt. The first night resulted in the quickest improvement since it was largely replacing burned out bulbs. This is obvious in the chart that shows operational capability. Within a week the easy repairs were made. Remaining improvements will take additional time and cost for light assemblies and other components.



The objective is to get the runway threshold and edge lights close to 100% as quickly as possible and maintain them at that level. Taxiway lights may be at a lower operational level but still far higher than they were in May 2008. Once transformers are received, both the runway and taxiway light systems should be well over 90% operational status and the threshold lights will be 100%, barring currently unknown system problems.

The Board thanks Anthony Sweet of Blue Sky Aviation for machining that saved the Association over \$600.

OBSTRUCTIONS SOUTH of RUNWAY 33 REMOVED

The old fence around the south end of the main runway and running east-west south of the glider launch area was removed this summer by High Flights with the help of Richard Martin. The wire was cut off the posts and stored along the west property boundary for possible future use. The fence posts were pulled and stacked next to the red barn for possible future use. George Cold was hired to pull the concrete embedded corner posts and fill the ditches. Removal of this fence makes potential runway overruns less hazardous and removes a significant hazard for glider launching in the case of a rope break. Removal of the fence will also facilitate winch launching of gliders sometime in the future.

RUNWAY 33 PAPI NOW WORKING

Dana Hartshorn of ADG came down on 30 June 2008 and provided technical assistance on the runway lighting system. He was able to return the Runway 33 PAPI to operational status and provide guidance on repairing additional out of service lights.

PAPI ENCLOSURES PAINTED

The PAPI vertical guidance systems that support approaches into runway 15 and 33 had faded/missing paint to identify their location near the runway (see picture below and left). In an effort to improve the overall appearance of the airport the four enclosures were primed and painted a bright orange (see picture below and to right).



SEGMENTED CIRCLE REPAINTED

The yellow portions of the segmented circle were faded and chipping...rendering it of marginal use to help transient pilots determine the correct traffic pattern. On June 21st, the yellow portions were pressure washed by Dave Petri. Later that day those areas were given their first coat of yellow paint with a second coat the following morning. The following pictures show the before and nicely painted yellow sections.



HELPING THE HELICOPTER PILOTS

In June a training helicopter from Colorado Springs had a mechanical issue that forced them to leave the aircraft on the southern taxiway. Eventually they were able to move it north outside of Ali Jafari's hangar where he gave them water as they worked on the problem. They decided to leave the helicopter overnight rather than attempt to fly it back to Colorado Springs. The problem was that they needed covered storage. Fortunately an anonymous Board member was on the spot and from a previous discussion with Lee Leshner knew that they had an open hangar available. The helicopter was hovered over to the southern taxiway leading to the hangar, put on wheels and rolled into the hangar. The following picture shows them approaching the hangar complex. The next morning they were able to make the flight back to Colorado Springs.



If hangar owners have open hangers and want to rent them out on a nightly basis for cases like this or for the transient pilot who wants to keep the plane out of weather, contact the Board. Access needs to be immediate in most cases so access issues need to be worked beforehand.

TRANSIENT PILOT SUPPORT

In mid June, a plane was observed taxiing at the north end of the airport. A Board member asked if he needed any assistance. The pilot was unsure where to park so he was given several options. The pilot also needed fuel for his Sunday departure. That is currently problematic so the pilot gave the Board member a check for the estimated fuel and the plane was fueled on Friday. Additional planned signage may help provide direction when the airport is unattended.

DOGGIE RESCUE

While assisting a transient pilot prepare to depart in mid-June, a Board member observed a stray dog running across the runway area. Eventually the dog came up to the Board member, obviously recognizing him as a dog lover. The dog had a phone number on his collar. Using the pilot's cell phone, a phone call to the owner was made and within thirty minutes the dog was on his way home.

The dangerous point was that the dog had crossed Highway 24. Making it across safely once was luck. He may not have survived another attempt or been reunited with his family. The moral is keep your pets safely secured and use name tags with a phone number. (*Ed. note: Many airports have very restrictive leash laws. We don't, but this story illustrates the need for supervision over animals and we are having an increasing problem with pets, strays, and wildlife roaming the airport. Your assistance is requested*)

AIRPORT CLEANUP

In recent years the airport has degraded visually. From using concrete debris to fill ditches, unmoved vegetation, vegetation growing up through pavement, junk vehicles or other actions that create visual eyesores, each minimizes the value of the airport as a community and individually. The Board has taken the lead in improving the condition of airport property and asks that each owner evaluate their property for simple things that you can do to improve its appearance.