

KAPRA held its semi-annual meeting on Saturday, October 16, 2010, at 10:00 a.m. at the Wallace's hangar. A quorum of members/votes was present so the meeting commenced. The minutes from the previous membership meeting were printed and available to the members present (they are also posted on the KAPRA website).

#### Under Old Business:

John Allen reported that nine yards of concrete was placed alongside of the runway to help prevent erosion. The board members are pleased with the way it is helping to keep rocks and debris from the runway after a rainstorm. Additional concrete will hopefully be added in the future, depending on budget fund availability. Mr. Allen also has been busy making sure that the runway lights are working. It is hoped that the approach lights will be replaced with LED lights. Two lights that Mr. Wallace noticed were not working will also soon be fixed.

#### Under New business:

Nominations from the floor were taken for two board member positions. The terms for Mr. John Allen and Mr. Wade Lively expired this fall 2010. While Mr. Allen offered to serve again, he also made a plea for some newer members to step forward and become involved in the KAPRA board. The quorum of members voted for either John Allen, Wade Lively, Gil DeWind, or Phillip Harrison. After a secret ballot, the tally showed that Gil DeWind and Phillip Harrison were elected to serve on the KAPRA board.

Treasurer Connie White presented the KAPRA budget report. She was happy to report that all KAPRA members were paid up in dues and in good standing. Connie encouraged the members to have a discussion on a small dues increase. After some discussion, Wade Lively made a motion to increase the yearly KAPRA dues by \$30; John Allen seconded the motion, and the members voted to increase the yearly KAPRA dues to \$275.

#### Open Discussion Time:

Mr. Gil DeWind brought up the subject of airplanes in the tie-down area that have been obviously neglected. Discussion followed about how unfortunate the way these planes look in the community. It was suggested by John Allen that the Kestrel Architectural Control Committee should address the issue. He made a motion that the board send a letter to the ACC, noting that planes were not in compliance with the covenants.

Gil DeWind also noted that builders need to be aware of the space near the taxiway. Builders have placed nails in the asphalt and stakes near the taxiways which could harm airplanes. After some discussion, the members encouraged the KAPRA board to have the builders of the new Kestrel homes be sensitive and aware of their actions. Also, all Kestrel homeowners are

responsible for their builder's actions and should monitor the builder's and contractor's actions. Gil made a motion, and Ray Modert seconded a motion to send a letter to the Architectural Control Committee "tasking them to emphasize the 30 foot set back from the taxiway to all new home owners and to remind them that the homeowner is responsible for damage to the taxiway and/or airplanes."

Mr. Ray Modert indicated that it was becoming too difficult for him to mow the grass along the Kestrel runway. The board needs to find someone else to do the mowing, preferably someone with a tractor. The board will get mowing bids to do the job.

A motion to adjourn was made by Ray and seconded by Wade, and then the meeting was adjourned at 11:00 a.m.