The Rest of the Story
May, 2017 Board Meeting Minutes

Official meeting minutes are the responsibility of the Board Secretary and should be an overview of discussions and decisions made at a board meeting. They should contain enough information to be a useful resource and include reasons why a decision was made. As the vast majority of homeowners don’t attend the board meetings, minutes are the only way they know what is going on in the airpark. The information in our articles bridge the gap between what owners read in the official minutes and what really happened. Several members of the current HOA board have recently called this ‘spin’. Mr. Greco and Mr. Dunkelberger’s comments aside – I think it’s really, ‘The Rest of the Story’ (thank you, Paul Harvey for this catchphrase).

In a recent Letter to the Editor published in the official Board May newsletter, I pointed out a few items included in the official April Board meeting minutes that didn’t quite give airpark owners the complete story about items discussed.

The May Board meeting minutes have now been published and once again, some crucial information is missing. (Information contained in the meeting minutes is shown in italics. Clarifying information or questions from me are in parentheses.)

- **Paul Taylor stated the sheriff’s department visited him twice. Once for leaving the gate open while working on his truck. The rest of the story:** Mr. Taylor also stated that the gate was left open while he worked on his truck all afternoon. He was in and out several times. Two sheriffs were sent out due to the complaining party, Gary McLeod claiming that he thought Paul had a gun and was afraid. After speaking with both Paul and Gary, the sheriffs determined that there was no reason the gate could not be left open.

- **Paul Taylor also stated that animal control visited sue [sic] to “dog at large” his dog was not on a leash. The rest of the story:** Mr. Taylor acknowledged that his dog was not on a leash. For one occurrence his dog was on the corner of Mr. McLeod’s property. The other instance was a picture taken with a telephoto lens 60 feet from his property showing his dog napping on the concrete in front of Mr. Taylor’s own hangar.

- **There was a lengthy discussion about if a tract owner could live in the hangar and could they have a tract without owning a lot? They were specifically referring to Tract G. The rest of the story:** This discussion started after Mr. Taylor completed his statement to the board. Part of that statement was that Gary McLeod, owner of a hangar located on Tract G, did not own a residential lot. He has been living in this hangar for over a year and only recently became the owner. (Tract G was sold to Gary from his brother, Pat McLeod, who is the current President of the HOA Board.) Paul stated that as Gary did not own a residential lot and therefore is not a member of the Association and doesn’t pay dues has no right to use the common areas. Paul mentioned that a previous homeowner who sold his home did not have access to the common areas when he only owned a hangar tract. The discussion continued with several homeowners asking the board to state whether Gary McLeod is a member of the homeowners association. Pat McLeod stated that this was an “open forum” and that the homeowners should send the board a letter in writing about their concerns. The homeowners question was never answered in the May meeting.

- The discussion continued with board member Warren Brown arguing that if you own a tract, you must also own a lot, although he also stated that some would say it’s not enforceable. A homeowner stated that it’s been enforced on other homeowners, to which Warren replied, “That’s history.” He went on to say, ”The whole concept of having an organization like this takes into consideration change.” Finally, he stated, “Go sue him. Because I think you will find out that what you’re arguing is a non-enforceable tying arrangement.”
• Curt Randoll read a letter from the EAA National. The rest of the story: EAA National sent a letter to the editor of the Mogollon Rim News as there were, “a number of inaccuracies” in the public notice the Board sent to the newspaper previously. EAA stated that they had responded several times for requests for proof of insurance for Young Eagles operations. The same certificate of insurance is provided for hundreds of young eagle flight rallies nationwide at both public and private airports which meets all legal requirements. They continued by stating that the HOA is welcome to contact their insurance brokers and underwriter. They were baffled why the leadership of a homeowners association is demanding coverage 20 times beyond best industry practice. Equally baffling is why the leadership of an airpark, which one would assume supports aviation, would want to prevent aviation activities at its facilities.

• Pat asked Marion to confirm her notes to Ken Leeds about insurance questions. Ken Leeds sent email about insurance question and also stated that as of December 17, 2017 he will no longer be our insurance broker. The rest of the story: The reason why Mr. Leeds will no longer be our broker was included in the letter read by Mr. Brown. “This is due to potential conflicts of interest since Falcon services many of your members’ aircraft policies.” (This conflict of interest is due to Mr. Brown’s board approved resolution that pilots must add the HOA to their personal insurance as an additional insured. This dilutes the member’s insurance in favor of the airpark – and Falcon services both.) After reading the letter, several board members argued that the real reason Falcon was dropping us was different. Pat McLeod stated that it was because homeowners were calling Mr. Leeds up. Warren Brown stated that it was due to Board member Marion Davis, who “took the opportunity to try to promote the EAA by asking a whole lot of questions, most of which made no sense. That’s what drove us to this conclusion.” (Mr. Leeds was quite clear about why Falcon was dropping the airpark – why did board members insist on pointing fingers at others?)

• A gate policy is needed for the Airpark. The unofficial policy is gates are placed in critical location [sic] where trespasser [sic] are not wanted. There is a common code for all locks. Gates are to remain closed and locked. The rest of the story: Pat McLeod stated that the county wanted a copy of our policy. (He never said why.) Bob Greco said that we contacted our insurance company several years ago and they said if we did not protect this as a private airport, we would lose our insurance. When asked, he stated that the documentation was somewhere in the insurance file. He continued by saying that in years past, members of the Board put prop locks on airplanes, and found out later that it was illegal. He went on to state that signs and gates were put up so that legally, any trespass would be considered “criminal trespass”.

• At the last meeting there was discussion to dissolve the Hex Hangar agreement. It was decided to invite them to this meeting, so they could be part of the discussion. They declined to come to the meeting. The rest of the story: Marion Davis stated that the board received a letter from the hex hangar association stating that they wouldn’t be able to attend a board meeting until July, after their association meeting. She stated that we owed them the courtesy to wait and that cancelling the agreement now would be creating another problem where a problem didn’t exist. There was no reason to rush as there was no work to be done between now and July (asphalt or snow plow). (The Board did cancel the hex hangar agreement at the June board meeting, prior to any conversations with the hex hangar association representatives.)

• Warren made a motion, 2nd by Pat to clarify the resolution of September 10, 2016 to include “Young Eagles”. Motion defeated. Warren – yes, Pat, Marion, Robert and Greco – no. The rest of the story: The updated resolution would ban the use of taxiways and runway by the EAA individual chapters and the national EAA organization for Young Eagle flights whether claimed to be by an individual, by a single or whether claimed to be sponsored by the EAA or any of its chapters. I asked how this would be enforced, as Mr. Brown has said in the past that you never want to put something in place that can’t be enforced. His response – 1) he didn’t think that it was decided on how it will be enforced, 2) if someone witnesses a Young Eagle flight they should call the sheriff and report the pilot for
trespassing. He also continued to bring up that his resolution required Young Eagle flights to have $20 million in insurance. Again, I explained to him that no one applies for any insurance for individual Young Eagle flights. The insurance is automatically provided by EAA National to the individual pilot. The chapter is not involved in any insurance transactions for an individual Young Eagle flight. (Note: I am the Treasurer of EAA Chapter 1044, based at the airpark.)

- **Budget** – Kamil to visit Airpark in June to give an analysis of the runway and taxiways. **The rest of the story:** No mention that the budget committee needed this analysis for the 2017 budget. (Not a big deal, but it helps people to understand why it was talked about during the Budget Committee report.)

- **Paving Committee** – **The rest of the story:** No mention of Pat McLeod’s statements that the next step is doing the grading and that he (Pat) is getting a quote from Hatch. He also stated that we need to get a drainage map to Hatch because there is about 300 yards of dirt that needs to be moved.

- **Snow Plow Committee** – **The rest of the story:** No mention that Pat McLeod resigned from the snow plow committee.

- **Marion made motion, 2nd by Robert to permanently move office downstairs into the poolroom. Motion passed unanimously. The rest of the story:** The minutes didn’t include any information about why moving the office was discussed. Wanda is currently unable to walk up the stairs. It was also brought up that many homeowners are older and that it’s hard for them to walk upstairs. Finally, several people commented that the upstairs room would make a great place for homeowners to congregate.

- **No mention at all about discussions on group homes at the airpark:** Hangar Tract owner Gary McLeod sent a letter to the board about buying properties in the airpark and turning them into group homes. Per this letter, Mr. McLeod is interested in purchasing some of the larger vacant lots and homes to be used as group homes as defined by the Fair Housing Act. These group homes would be used for similar special needs non-blood families. Special needs individuals include those with mental illness, mental retardation, HIV infection, alcoholism, drug addition, learning disabilities, blindness, hearing impaired and many others. The letter stated that “MAP is about 30 years old and has 25 vacant hangar tracts and many vacant home lots. This implies to me that the present charter and MAP HOA/HO beliefs are not in harmony with the general publics desire to have a reasonable use to deploy properties for their family needs/recreation desires. If there was an alignment, these properties would be built out by now.” Finally, his letter goes on to state that, “The properties would be owned by corporations, trusts or LLCs by investment groups that are looking to do some nice social give backs to society.” Pat McLeod suggested that some of these homes would have multiple families living in them, “like my brother’s family and his other son’s family.” He continued by saying, “That’s our goal, is to bring my other brother up here, his family, and my other nephew’s family up here and put them in a group home.” He also stated that one of the members of his family was disabled, so it fell under the Fair Housing Act.” (This item concerned everyone so much, that a separate, more in depth “The Rest of the Story” article has been published and is available on the MOPA website at [AZ82.org](http://AZ82.org).)

Ellen Randoll  
Lot 161  
Editor, The Mogollon Flyer