

Mt. Vernon Airport Authority  
Regular Meeting of the Board of Commissioners  
Held November 11, 2014 at 6:00 PM

Present: Michael Ancona	Chairman
Greg Martin	Vice Chairman
Eddie Lee	Secretary
Gary Chesney	Treasurer
Joe Bob Pierce	Commissioner

Absent: None

Staff: Chris Collins  
Sheila Jolly-Scrivner

Guests: Rick Hayes, Emily Roth, Don Lewis, Kevin & Jennifer Witzel

**PUBLIC INPUT**

There being none, Chairman Ancona moved forward with the meeting.

**REPORTS**

**Minutes**

Minutes were presented for the October 14, Meeting for approval. There being no changes to the minutes, motion was made and seconded to approve the minutes as presented. Upon roll call vote, all were in favor.

**Treasurers' Reports**

There being no concerns with the Treasurer's Reports, motion was made and seconded to approve the Treasurer's Reports as presented. Upon roll call vote, all were in favor of the motion.

**Bills for Approval**

There being no questions or concerns with the Bills for Approval, motion was made and seconded to approve the bills as presented. Upon roll call vote, all were in favor.

**CORRESPONDENCE**

Mr. Collins presented an invitation to the Hanson Professional Services Annual Open House. The open house will be on Thursday, November 20<sup>th</sup> from 5:00 p.m. to 7:00 p.m. at Hanson's Springfield, Illinois Office.

**OLD BUSINESS**

**Snow Removal Equipment**

Mr. Collins presented a proposal to build a truck mounted spray rig system to de-ice or anti-ice the runway in the event of an ice storm. His proposal also contained two 265 gallon totes of Cryotech E-36 Runway De-icer chemical for the application. Currently,

the airport lacks product(s) to remove ice accumulation from the runways/taxiways. Mr. Collins explained that during his tenure, the airport has relied on “mother nature” to take care of things. He has feared the day a cargo operator calls only to find the airport is closed due to ice accumulation (the braking action on the runway is NIL). Mt. Vernon’s operation then becomes the operation of somewhere else.

Mr. Collins stated the Cryotech product would only be used for a cargo operator, “have to go” situation by a based corporate tenant, or U.S. Military need. The spray rig could be a capital expenditure. The Cryotec product could be treated as a commodity (like fuel) and if used, will be charged to the customer needing the runway cleared. The product could be purchased through Flightline Aero Services and charged to the customer at the fixed based counter just like fuel, landing fees, and forklift fees. Mr. Collins noted the product has a long shelf life as long as it is stored indoors.

Mr. Collins, using the Cryotech suggested application rate of 1 gallon per 1000 square feet and assuming only treating 50 feet down the centerline of the runway, calculated that 326 gallons of the Cryotech product would be needed. Cryotech totes contain 265 gallons so two totes will have to be purchased and kept in stock. Mr. Collins recommended the purchase of the spray equipment at a not-to-exceed \$1200 from Capital Projects. He also recommended the purchase of two Cryotech totes at Cryotech’s cost plus shipping at approximately \$4600.

Discussion ensued with the Commissioners asking about liability and the feasibility of the product charged to the user. Mr. Collins explained the braking assessment protocol as outlined in the airport’s Snow and Ice Control Plan and that the application of de-icer enhances those protocols. He noted that his colleagues using the de-icer do not charge as the cost is offset in fuel sales. Since nearly all cargo operators at KMVN tanker fuel or arrive and depart light (so as to maximize the weight carrying capacity), offsetting is not an option. Aircraft that are deiced before takeoff (chemical applied to the control structures) pay the airport service provider a hefty fee for the service so Mr. Collins noted he would like to implement the same logic to movement area de-icing. Motion was made by Commissioner Pierce and seconded by Commissioner Chesney to construct a truck mounted spray rig at a not-to-exceed \$1200 and purchase two totes of Cryotech Runway De-icer at a total cost of \$4600. Upon roll call vote, all were in favor.

## **NEW BUSINESS**

### **FBO Hangar Door**

Mr. Collins stated the manual sliding door at SRT Aviation has been in need of attention for several years. There are several negatives with the existing door but the main poor point is insulation/infiltration. He explained last winter, SRT had to shut down maintenance operations when the winds were from the north/northwest. SRT simply could not keep the hangar bay heated. Mr. Collins noted the incredibly efficient Floating Door installed at Innovation Park Hangar #1 has been a focal point for him. He mentioned he has been talking to Floating Door representatives and architect Brian Edmison about the potential removal of the old manual door and installation of a new Floating Door. The goal is energy efficiency and maximized square footage. Both can be achieved with the installation of a Floating Door. Mr. Collins stated any door project

would involve costs, but maximizing the available space adds extra cost in the following ways: excavation of the existing vertical beam footer(s), reinforcement of the vertical beam footers (especially the beam containing the hydraulic cylinder and cables), design and installation of the vertical beams, design and installation of the header beam, engineering costs, construction costs (general and electrical), and some minor insulation work. Mr. Collins proposed a tentative budget of \$40,000 assuming the cost of the door remains at the same price paid for Innovation Park Hangar #1. Mr. Collins asked for permission to explore a potential project to install a Floating Door at the fixed base operator building. The Commissioners were in agreement something must be done. Discussion ensued about where the funds would come from and whether the project should be delayed until Spring. Mr. Collins noted the funds could come from either the Flightline or Capital Projects. Chairman Ancona noted that SRT Aviation should be consulted to decide when to do the project since it is their operation being impacted. The Commissioners directed Mr. Collins to proceed with the cost determination and installation timeline with the involvement of SRT Aviation.

### **OTHER BUSINESS**

Chairman Ancona entertained a recap of the recent Balloons Over Mt. Vernon by organizers Kevin and Jennifer Witzel. Despite the windy weather, the Witzel's described the weekend as being very successful. Over \$2000 was raised for the United Way with proceeds coming from Friday night donations and the Saturday morning pancake breakfast. The focus quickly turned to 2015. There will be 20 plus balloons for the year three. The Witzel's explained that they have been talking to Mr. Collins about re-starting the EAA Fly-In (to include the U.S. Military & retired U.S. Military Aircraft – Warbirds). Mr. Collins acknowledged that he has missed the full blown event the last two years and it is probably time to bring the crowd favorite event back. The Witzel's noted the Saturday morning and afternoon warbird led event would help Balloons Over Mt. Vernon build even more momentum and offer a weekend long draw. The Witzel's would also like to incorporate music, hangar dances, car shows, tractor shows, and any other attraction to draw people to the airport. All signs point to the City's Fall Festival searching for an earlier weekend so Balloons Over Mt. Vernon will be a stand-alone event in 2015. The Witzel's are working on a possible theme such as "*Balloons Over Mt. Vernon Fly-In – Promoting The General Love of Aviation.*" The Commissioners expressed excitement and agreed combining Balloons Over Mt. Vernon with the EAA Fly-In could really turn into a regional event. Motion was made by Commissioner Chesney and seconded by Commissioner Martin to approve the 2015 Balloons Over Mt. Vernon Fly-In. Upon roll call vote, all were in favor.

### **EXECUTIVE SESSION**

There being no items to discuss in Executive Session, Chairman Ancona moved forward with the meeting.

There being no further business to discuss under Other Business, no further items for discussion on the Agenda, and no items to be taken from Executive Session, motion was made and seconded to adjourn the meeting. Upon roll call vote, all were in favor and the meeting was adjourned.

