

M I N U T E S

MOUNT AIRY/SURRY COUNTY AIRPORT AUTHORITY

A meeting of the Mount Airy/Surry County Airport Authority was held at the Airport on February 14, 1983 at 7:30 P.M. with Chairman Brad Thomas, Newell Baker, Dick Wimbish and Howard Woltz being present.

The Minutes of the previous meeting were approved as distributed.

The Chairman reported on the following:

- 1) A meeting was held with the Crawford Door representatives and a promise was made by Crawford Door to complete the work on the doors on the large storage hangar and the three-compartment T-hangar.
- 2) The Airport sign will be repainted when weather permits.
- 3) Repairs to the gutters will be done as soon as can be arranged.
- 4) The air compressor required repair and repairs were made at a cost of \$125.86, and the compressor is now functioning satisfactorily.
- 5) The FAA declined to prosecute the violation of regulations which occurred on August 12, 1982 when Tom Jackson performed low-level aerobatics over the airport after 8:00 P.M. when the airport was closed.
- 6) A request was received from Willard G. Plentl, Jr., Director of Aviation of the North Carolina Department of Transportation, for information on the operation of the Mount Airy Airport. The request was referred to Howard Woltz for response.
- 7) The Chairman will check on the renewal date of the NDB and see that it is renewed on a timely basis.
- 8) The rotating beacon green light has burned out and the Chairman will see that same is repaired as soon as possible. The Chairman noticed that the wooden platform has rotted out

and needs to be replaced with treated lumber.

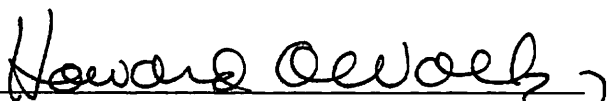
The Authority voted unanimously to authorize the Chairman to secure a contractor to do the necessary work in replacing the rotted wood on the rotating beacon platform with treated lumber.

The Authority voted unanimously to authorize Newell Baker to have prepared a sign with large letters to be posted in the operations office with the following wording: "Aerobatics and parachuting are prohibited within the pattern area of this airport."

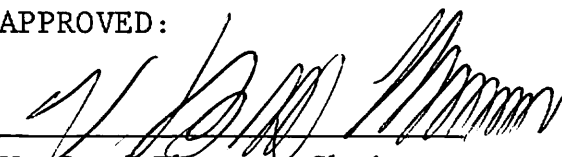
Joost van Veenendaal reported on the fixed base operation. He stated that things generally are going well. He requested that some investigation be made as to why aviation fuel costs are not dropping as is the case of automotive fuel costs. He agreed to work with Chairman Thomas and Jim Etchison to obtain information from AOPA on the national trends in aviation fuel costs. He stated that an instrument and private pilot ground school will be instituted in the near future. He is now working on securing a four-place rental aircraft to be available in the near future.

There being no further business, the meeting was adjourned.

Respectfully submitted,


Howard O. Woltz, Jr., Secretary

APPROVED:


W. Brad Thomas, Chairman

M I N U T E S
MOUNT AIRY/SURRY COUNTY AIRPORT AUTHORITY

A meeting of the Mount Airy/Surry County Airport Authority was held at 7:30 P.M. on May 9, 1983, at the Airport Operations Office with the following Members present: Chairman Brad Thomas, Dick Wimbish, R. A. Smith and Howard Woltz. Visitors were Jim Etchison and Theo Van Keulen of Carolina Air Academy, Dean Johnson and Tom Jackson.

The Minutes of the previous meeting were approved as submitted.

The Authority excused all visitors other than Jim Etchison and went into Executive Session to hear the report on the Fixed Base Operation. Jim Etchison explained that Carolina Air Academy has operated at a substantial loss since beginning the operation in September 1982. He requested some consideration from the Authority. Upon Motion by Howard Woltz and Second by Dick Wimbish, the Authority voted unanimously to waive the rental payments for a period of six (6) months beginning March 1983 and ending August 1983. Following this action, the Authority went out of Executive Session and recalled the visitors into the meeting.

Tom Jackson spoke at length complaining about being reported to the F.A.A. for aerobatics in the vicinity of the Airport. He complained that the Chairman of the Authority reported him and that the Chairman also violates some of the F.A.A. regulations. He complained that the rule adopted by the Authority applied to aerobatics and parachuting but not to ultra-light and experimental aircraft.

Tom Jackson further observed that the Airport as operated does not serve all of the public properly. He suggested that the different Operators going out of business indicates that the Fixed Base Operator should not pay any rental but, perhaps, should be paid a subsidy.

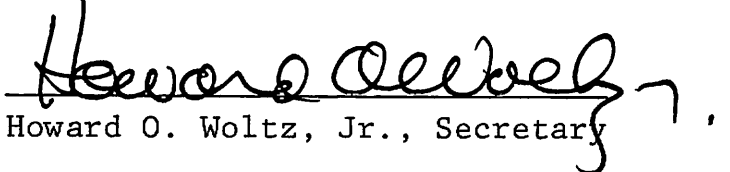
An explanation of the operation was made by Members of the Authority and Jackson was permitted to examine a copy of the latest audit report. After examining the audit report, Jackson indicated that everything appeared in order and that he would endeavor to cooperate with the Airport Authority and the Fixed Base Operator in the future.

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R. A. Smith conducted a budget review. To complete the budget, it will be necessary to have an expert examine the runway paving and estimate the remaining useful life and the cost for repaving. A reserve must be established to meet this contingency. Howard Woltz volunteered to have a paving expert make the needed evaluation.

There being no further business, the meeting was adjourned.

Respectfully submitted,


Howard O. Woltz, Jr., Secretary

APPROVED:

W. Brad Thomas, Chairman

M I N U T E S

MOUNT AIRY/SURRY COUNTY AIRPORT AUTHORITY

The regular meeting of the Mount Airy/Surry County Airport Authority was held at the Airport Operations Office on August 22, 1983 at 7:30 P.M. with the following Members present: Chairman Brad Thomas, R. A. Smith, Dick Wimbish and Howard Woltz. In addition to the Members, Jim Etchison and Theo Van Keulen of Carolina Air Academy were present. A brief Treasurer's report was made by Raymond Smith.

Jim Etchison reported on the condition of the Crawford doors. While a contract has been awarded to Crawford Door for a complete overhaul of the doors, nothing much has been done. It appears that the required mullion parts are not available.

Jim Etchison reported that he could have fabricated the necessary parts and proposed to make a complete set of parts for each door. Crawford agreed to install the parts and adjust for about six hundred dollars (\$600.00). As soon as Jim Etchison has obtained a cost for the fabrication, he will report to Brad Thomas.

With regard to repainting the Airport sign, Jim Etchison obtained the following prices:

Ed Mayes of M & M Signs	\$475.00
Shepherd of Sign Service, Inc.	\$520.00

The Board voted unanimously to award the repainting contract to M & M Signs.

The large storage hangar and the three-unit T-hangar are in dire need of repainting. Brad Thomas agreed to secure bids for the painting.

Jim Etchison gave a Fixed Base Operation report. Business has improved since the last report with more fuel sales and more students. He is considering acquiring a four-place rental aircraft for students to rent after acquiring a private pilot's license. While business has improved for the Fixed Base Operation, it is still only slightly better than breakeven. He requested that the waiver of rental payments be extended by the Authority an additional six (6) months, which would be through February 1984. The Authority unanimously voted to waive rental payments through February 1984.

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Howard Woltz reported on the inspection of the runway paving with Ed Stout of Southern Mapping and Engineering Company. The report from Southern Mapping and Engineering, dated June 23, 1983, was briefly reviewed in that each Member had been mailed a copy of the report. It appears the most urgent needs are to fill the cracks in the pavement, which should be done after cold weather arrives, and the motor grader work to remove the grass along the runway that keeps the runway from draining properly. Raymond Smith agreed to contact Sam Spencer to see if it would be possible to have the Mount Airy Public Works crew do the patching and crack filling at an appropriate time. Brad Thomas agreed to contact Jim Crossingham concerning the motor grader work.

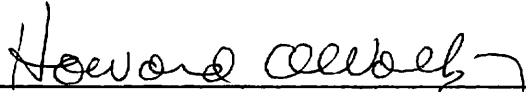
The question arose as to whether or not Ed Stout had recommended sealing the ramp area now or wait until paving is necessary. Howard Woltz agreed to check with Ed Stout for his recommendation.

Dick Wimbish commented on the Fixed Base Operation. He was complimentary of the level of service but critical of the appearance of the office and grounds. Jim Etchison agreed to improve the appearance of the grounds and to obtain prices for replacing the interior carpet.

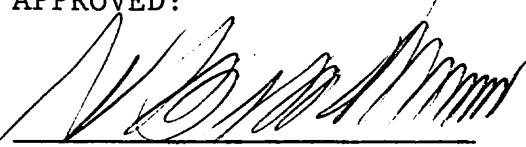
A discussion of the clear zone encroachment by trees was held. Brad Thomas agreed to check into the clear zone encroachment and see that any encroaching trees are cut down.

There being no further business, the meeting was adjourned.

Respectfully submitted,


Howard O. Woltz, Jr., Secretary

APPROVED:


W. Brad Thomas, Chairman

M I N U T E S

MOUNT AIRY/SURRY COUNTY AIRPORT AUTHORITY

The regular meeting of the Mount Airy/Surry County Airport Authority was held at the Airport Operations Office at 7:30 P.M. November 11, 1983 with Chairman Brad Thomas, R. A. Smith, Dick Wimbish and Howard Woltz present. In addition, Jim Etchison and Theo Van Keulen of Carolina Air Academy were present. Visitors were Harold Brown and Robin Cook of MBS, Winston-Salem.

Jim Etchison reported on operations. He has repaired hangar doors and made the needed parts to repair. The doors work well. The sign has been repainted and reinstalled. The housekeeping has improved but to make the office look good, new carpet is required.

Chairman Thomas requested that Etchison get quotations on installing new carpet and bring up at the next meeting.

The runway cracks need to be filled during cold weather. Raymond Smith will follow up with Will Plenty of the State Aeronautics Commission and the Department of Transportation.

Operating revenue is not good but is improving.

Runway 36 clear zone area trees have been cut down.

The rotating beacon is not functioning but Pike has parts on order to repair.

The hangar painting contract was awarded to Sparky Paul at \$5,320 to include 100% priming and finish coat on the 80 x 80 hangar and the three-unit T-hangar building.

Harold Brown and Robin Cook of MBS Sales and Consultants outlined to the Authority plans to lease the Simpson hangar and assemble ultralight aircraft for sale in a district consisting of Ashe, Allegheny, Wilkes, Iredell, Davidson, Davie, Alexander, Forsyth, Yadkin, Stokes and Surry Counties. The ultralight aircraft to be assembled will be the Phantom which is distributed by Aviation Supply Division of Piedmont Aviation. MBS will

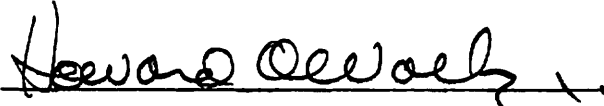
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assemble, demonstrate, and air test at Mount Airy. The MBS office is located at 1011 Northwest Boulevard in Winston-Salem. It was emphasized that the operation will be governed by strict rules and regulations.

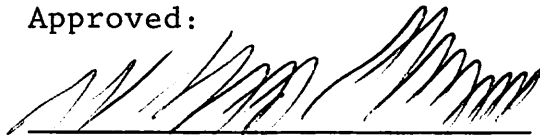
A proposed agreement was presented and a copy is attached. The Authority voted unanimously to approve the proposal subject to the approval of Carolina Air Academy and a check to see that no insurance problem would be created.

There being no further business, the meeting was adjourned.

Respectfully submitted,


Howard O. Woltz, Jr., Secretary

Approved:


W. Brad Thomas, Chairman

P R O P O S E D A G R E E M E N T

Agreement made this _____ day of _____, 1983, between MBS SALES AND CONSULTANTS, LTD., a North Carolina corporation, (hereinafter referred to as "MBS") and MOUNT AIRY - SURRY COUNTY AIRPORT AUTHORITY, a North Carolina governmental agency having its principle office in Mount Airy, North Carolina, (hereinafter referred to as "Authority").

Whereas, MBS is engaged in the sale and distribution of ultralight aircraft, engines, spare parts, and accessories, (hereinafter referred to as "products").

Whereas, Authority desires to permit MBS to sale and distribute said products.

Now, therefore, in consideration of the mutual promises contained herein, it is agreed as follows:

1. The Authority will not object to the sublease of a hangar currently being leased by Sherman Simpson, Inc., Mount Airy, North Carolina.
2. The Authority will permit MBS the right to carry on a commercial business of selling and distributing said products.
3. The Authority will permit MBS to enter into an agreement with the Carolina Air Academy to provide such agreed upon services that will be beneficial to both parties.
4. MBS will follow such rules and regulations set currently by the Authority and any subsequent rules and regulations they deem necessary and reasonable.
5. MBS will exercise due care to protect and maintain the image of the authority and promote the goodwill of the community.
6. MBS will abide by its own rules set forth in Appendix A of the Agreement.
7. The terms of this Agreement shall be month-to-month.
8. This Agreement is to be governed by and constructed according to the Laws of the State of North Carolina.

APPENDIX A

1. Training criteria mandated by MBS to fly the PHANTOM from Mount Airy - Surry County Airport:
 - A. The the owner holds a current 3rd Class Airman's Medical Certificate and a Private Pilots License or higher.
 - B. That the owner has previously soloed a certified 2 place aircraft with current recertification for solo from a current certified Flight Instructor. Before anyone is permitted to fly the PHANTOM, without proof of Pilots License, a check ride will be required by MBS using a Certified Flight Instructor at Mount Airy - Surry County Airport.
 - C. That the prospective purchaser receive flight training from a current Certified Flight Instructor sufficient to qualify him for solo, but not necessarily soloing a certified 2 place aircraft.
 - D. With the exception of Paragraph A, MBS will exercise proper discretion, but will not mandate physical requirements such as age, sex, or physical disabilities.
 - E. To follow and abide by the rules and regulations currently set forth by the Mt. Airy - Surry County Airport Authority including and changes that they might feel necessary from time to time.