



Bentonville Municipal Airport  
Advisory Board Meeting  
Thursday, February 4, 2021 @ 3:00 pm  
*Virtual Webinar via Zoom*

MINUTES

Call to Order & Pledge of Allegiance – Dr. Richard Ham, Chairman

Dr. Ham opened the meeting with the Pledge of Allegiance.  
*See attached Attendance List for attendees.*

**Old Business**

1. Approval of Minutes from January 7, 2021.

Dennis Cherry made a motion to approve the minutes of the January 7, 2021, meeting.  
Lisa Kelley made a second to the motion. Motion approved.

2. Update from Robin Fields and “Maverick”

Robin Fields appeared before the committee and reported that everything was good. He said that bird numbers are down as of late. He chased off 24 from the park this morning, 30 from the wetlands on Monday morning. He feels like he has chased off considerably less within the last 30 days. He said that he still sees several flying east of the airport, but that they usually go to the same location across from the community park. They congregate there in larger numbers, it seems.

Mr. Chadwick asked about Maverick’s maturity. Robin reports that he has definitely seen that Maverick has matured, especially over the last three months. He is about 25 months old now. He likes the progress that he is making.

Dr. Ham brought up the thought of having a special event to show off Maverick’s abilities of chasing the geese, and that it seems like we have the solution that works well for us. Mr. Chadwick brought up two events that he would like to see publicized more. One is the opening of the turf runway at the airport, and then show off Maverick and the handler. He is not sure if we should have them together or separate. Dr. Ham would like to get at least two or more events. Also, perhaps the drones. He feels there would be many people to attend. Mr. Chadwick would like to speak with Chad about this and try to coordinate all of these things at the same time. Springtime, he feels, would be a great time to do this.

Dennis Cherry has a concern. We spent a lot of time working on reducing the number of bird strikes, but he is concerned with the sector of public that were against chasing the geese that they would rather we not. He is not sure if we should make a big public statement about this because of those people. However, Dr. Ham mentioned that he thought that the people were in agreement with our method, rather than if we had killed them. Dennis Birge agreed with Mr. Cherry, but noted that we got a lot of opposition to the killing of the geese, and that many of those people suggested that we get a dog to handle the matter. He thinks that we might still get minimal resistance to it, but that our method seems to work well and has been a good solution for us. He mentioned that we were going to do a lot more publicity with Robin and Maverick in the beginning, but then Covid-19 hit and we prohibited from doing many of those things. We can always do more on social media, and he is sure there is more that we could do. Dennis said he would start looking into it. Mr. Cherry said we should think about what we have to gain and/or lose by publicizing an event such as this. He asked Aubrey Patterson what she thought the City Council's take on it would be. Mr. Patterson replied that it would be wise to consider what we are up against and weigh the pros and cons. She said we should talk with Debbie Griffin and get her perspective. Robin did mention that the company that we purchased Maverick from told him that the use of a dog to chase geese off is PETA APPROVED. He feels that the good press would be better than any opposition we might get. Lisa Kelley thought this was a good idea as long as Maverick did not catch one of those geese on the day had the event. Robin said that Maverick has not caught one yet. He has not shown any interest of getting hold of one and has not seen any behavior like that out of him.

Dr. Ham said that once we have checked with Debbie Griffin about this situation and get her perspective, we can discuss this further next month.

### 3. Improvements for Hangar Access for Public Use (Recurring Item)

#### *A. Hangar Access for Public Use*

Lisa Kelley reported that the sub-Committee met together on the 26<sup>th</sup>. She, Charles Chadwick, Mike Frost, and Mark Slaughter all met together. Mr. Daniel Shewmaker observed the meeting. Mr. Chadwick will report more about the meeting a little later. Mr. Brad Tidwell, who is also in attendance today, spoke up and said that he wanted to stress that he is doing this for public use, and not just for his personal use.

#### *B. Dirt Removal*

Dennis Birge said that we have the contract with Chev's Trucking. Then the winter and rain hit and he has not been out there in a few weeks. Lisa Kelley told Dennis of another individual interested in the dirt and Dennis contacted him. The problem was at the time Chev's was moving the dirt and the other contractor wanted to make sure he would get a certain amount of dirt to make it worth his while. So how do you split all up and work it out. Mr. Chadwick says that we can. So, they talked to Chev's and he said he didn't think he could get all this dirt out of here by April, so if we wanted to bring somebody else in he was more than happy to share the site. We just now need to see if the other person is still interested and working out how they will work that it. Chuck thinks it might help to have both of them out there. He said that possibly, we might have then do a four-foot undercut on level so we can have the hangar sites better prepared when the hangar tenants when they start construction. It would save them a substantial amount of money. In doing that, the hangar tenants are going to have to come forward with some out-of-pocket money to help build the ramp...the part that a grant will not cover. The lease would require them to pay for that part. This should be a win-win situation for everyone.

### *C. Self-Fueling Station*

Will Gunselman appeared before the committee. He reported that Rebel Services came out last week and did all the measurements. They are supposed to have a quote to by the end of the week, or the first of next week, and will then get that to Adam White. Mr. Chadwick mentioned the quicker the better, if we intend to apply for a 50/50 grant. The deadline on that is June 30, 2021. Will said he would do that.

### **New Business**

1. Engineering and Construction, *Adam White – Chris Maestri, Garver Engineers*  
*A. Update on Current Projects*

Chris Maestri appeared before the committee to give an update on all the engineering and construction projects.

### **East Taxiway Extension to the South:**

We have construction start as April 1, 2021. We will have a kick-off meeting with the contractor in the next month or so and we are all on the same page.

### **Access Tunnel**

This is currently the end of March or beginning of April for construction start. We just had a good meeting with the contractor this morning going over any questions they had on our final design. We are inspecting some comments back from the City and the FAA to finalize before we get started. Some of the changes we requested of by the FAA were:

1. A shift in the tunnel 50 feet to the east. That helped to the curve into the patio area of the Flight Center.
2. They added an additional piece of trail that extends further back to the circular apron.
3. Add a few more gates. We have two gates on each side. One that controls pedestrian access to the airfield for daytime and nighttime operations, so those gates will close automatically at night to keep pedestrians off the airfield, but airfield personnel will still have access through those gates. Then there are separate gates just for airfield access, specifically to the Flight Center and circular apron area on the walkway. There is a gate on the east side that allows access to the eastern apron.
4. They had us keep a little bit higher retaining walls on both sides of the tunnel for added security. They terminate at 6 feet on the west side and they terminate on the east side at 7 feet.
5. The Osage Park connection was updated to connect into the boardwalk at the park, which has already been constructed just outside of the airport property line. Therefore, now, we can tie into the boardwalk direct and keep the alignment we were going for.
6. We have also been in contact with the city about getting cameras on both ends of the tunnel. We are looking at extending fiber optic cable from the old terminal building to our tunnel area to provide some network capabilities...for some added security. He was not sure if this was an FAA request or a city request.

He said that we still have fences that still extend on both ends to control access and security as well, and the fence on the east side extends to the property line as it is now, with a slightly different orientation than before. Mr. Chadwick had Chris bring up the map where the tunnel daylight in relation to the property line on the west side by the circular apron. Chris said it is about 70 feet from the termination of the tunnel

to the property line. Mr. Chadwick asked if there were walls after the tunnel daylight? Chris said that there was. Mr. Chadwick said our property line shoots through right where the pedestrian, carts, or whatever is coming through there, are held in the tunnel by fencing until where the property line is crossing over the pavement. Chris said that was correct and that there was fencing past that point as well. Adam said that he thought it goes all the way to the patio area. Mr. Chadwick said his point is that you are required to stay on the tunnel path or trail until you get off the airport where the airport property line sets now. Mr. Chadwick wanted to make this point clear. That tunnel and the access to it should all set on airport-owned property. The discussion has been is that the property will be transferred will be transferred to the airport in fee simple. We do not want a tunnel that services the airport to be off property. It needs to be on property. When you are looking at these plans, we need to be aware of where to draw the new property lines so that the airport will possess all the means necessary to access the tunnel area. That would be at least where the gates are, if not a ways from the gates. Adam said that they are working on that now.

### **Game Composite Expansion**

This is a little building expansion to the Game Composites Maintenance Facility on the SW corner of the airfield. They are in the LSD design and review process. Next will be Tech Plat Review approval and Planning Commission approval. We are in good shape here. Barring any problems, we are on for a construction start date of mid-March.

### **East Hangar Project**

This hangar project, as a reminder, is going where the existing 8-bay T-hangar on the east side. It is scheduled to start mid-March. They just have some final items to turn in to the city. Mr. Chadwick said that the lease will be amended by square footage only. He gave the three remaining tenants notice that they be out of the facility by no later than February 28, 2021. He sent the notices by certified mail, return receipt requested. He has not heard back from them yet, but anticipates no problems. Mr. Chadwick says that he believes we should be getting the OEAAA back soon from the FAA. He had talked to Kathy Franklin at the FAA about this recently and she did not expect any problems.

### **Runway 36 Extension**

We are on schedule for site investigations in the next couple of weeks, and then a kick-off meeting with the city. At that point, we will go through our design and turn it in mid-June with construction to start mid-July. Completion should be sometime early this fall.

## *2. City of Bentonville - Updates, Charles Chadwick, Airport Manager*

Mr. Chadwick appears and has a couple of items that he needs the board to take action on today. It has to do with the taxi lane pavement and apron over on the new hangar area.

There was discussion and maps shows of the area he is referring. An apron services this area and some of that apron came about through other grants. There is a utility corridor that runs from west to east off 'I' Street that services that brings utilities to the three hangars to the north and will service the next three hangars to the west. That is the brunt of our improvements now. He has been talking to three gentlemen for a long time and am very confident that we will come together on lease terms that is going into the NE two hangars and then the SE single hangar. He has asked Chris and Adam to go ahead and put together some sort of estimate for the design of improvements to this Corridor #1 area. Mr. Chadwick then showed the board Utility Corridor #2 and said that Chris and Adam had put together an estimate for the

cost of the design of this area, as well. He explained the cost of Utility Corridor #1 was \$100,000, and how it was funded by the ADA with the people that are going to connect to it and they will pay a pro rata portion of it. The number of the south corridor went up by about two-thirds to about \$166,500.00.

The action number we are looking at for today is for is under the estimated engineering costs, design and bidding is \$14,500. We are going to be presenting a request to the city's council to pay that amount of money to Garver to the design and bidding for that project. Ultimately we anticipate that all the money will come back to the city either by a grant 80% and then split the 20% in pro rata shares to the hangars that will be used by the hangars in that corridor. With any ADA grant, we have to fund it first and then seek reimbursement.

I need the board to give approval for a work order with Garver for \$14,500.00 for them to do the design and bidding process of Utility Corridor #1. He will be asking for similar things for the apron and taxiway also. The deadline to submit the grant application to the ADA is May 31, 2021.

The next request is a request for the board to approve a work order for Garver for \$27,000.00 to do the design and bidding process for Corridor #2. This would be \$250,000, 80/20 grant, before the ADA. We would be looking at \$62,500 to cash flow that. Divide this by three (3) hangar; it would be about \$21,000 per hangar space.

Lisa Kelley expressed concern that we would need a Letter of Intent from the three potential hangar lease people. Mr. Chadwick explained that certain language would be included in the lease now that we have some numbers to work with. However, Mr. Chadwick said he would not ask for a Letter of Intent from the three individuals we are presently dealing with, unless the board requests it, as he has been talking with them for a long time, and he is confident that they are going to move forward with these projects.

After more discussion, Dr. Ham called for a motion. Mark Slaughter made the motion to send this to the City Council to request funding for Garver to do the Utility Corridor and the apron and taxi lane. The \$14,500.00 and the \$27,000.00 respectively. Dennis Cherry seconded the motion. There was no opposition. Motion carried.

Mr. Chadwick then spoke regarding the Game Bird addition to their facility on the north side of their property that extends to the east. That is going to be a manufacturing facility. It will not affect the Through the Fence Agreement because manufacturing does not trigger Through the Fence. There is some property to the south of there; we do have a letter of agreement between the city and Game Bird that they were going to build a hard building there and then deed that property to the city. Then is 42 or 43 years from now the building would revert back to the airport to use as they see fit. However, Game Composite would now like to add on parking to that area rather than a hard building on it. We are in discussions for them to put their building to the north. There is acreage there from the airport on would be deeded to the airport. The city is looking at the fact of whether we really want them to build a building in that area, as we having been talking about putting T-Hangars or canopy hangars there. Now, the city, Chad Cox and Adam and his group are confident that canopy hangars would be the way to proceed.

Dr. Ham requested of Chris and Adam next month to talk about the displacements in these projects, and how they all come together.

3. Summit Aviation/FBO/Turf Runway/Tailwind – *Chad Cox, Summit Aviation/FBO*
  - A. *Updates on FBO, Flight School, and OZI Flying Club*

Chad Cox appeared before the board. He brought up the system they have in place for people to report any concerns they might have, such as bird on the field or there is a sign that a wing almost, two planes close together. We have a safety officer and visit about these things and look for trends and they help us to correct these things and sending information like this out.

Last month we were 13,438 gallons, which was right on target with January of last year. This year they flew 680 hours in the air, 250 hours of ground training, and 140 hours of simulation. They should have a very busy year. Summit had 3.9 planes in the air for every flyable hour, based on a metric they set up to see how well how well we are utilizing our staff and aircraft.

He mentioned that the new radio frequency is wonderful. They are able to hear people because other people are not stepping on them. He said it also makes the student pilots feel more confident when they know that Bentonville is the only one hearing them.

Dennis Cherry asked about the section of lamp between the ramp and the circular ramp. Mr. Chadwick said that it fell through, but has ongoing talks going on about it. He mentioned that Chad even has some new ideas about it, too. So far, we do not have any takers on it. Dennis would like some heads up the next time it comes up that we have a potential new project for that area. Mr. Chadwick said he would do that. Chad Cox asked that we please not sell the land until he has a chance to present his idea. Mr. Chadwick suggested they talk about this next week, if possible.

### **Other Business**

1. Aubrey Patterson is asking the board to change our meeting time from 1:00 pm to 3:00 pm, so that she can attend the meetings. She is a teacher and cannot make 1:00 pm. She said that Mayor Orman still wanted her to serve on this board. Everyone was in agreement regarding the time change. Ms. Patterson thanked the board for doing this.
2. Dr. Ham mentioned in passing that 25 of his students have passed their 107 and they have already been working on projects for Parks and Recreation, and had their first set of waivers. They are going to fly over the square. He just wanted to mention that we are going to be seeing more of this. Mr. Chadwick said he gets phone calls that ask if they can fly here and there. It tells him that they have not done their research to know that they get the waivers to fly from the FAA. Dr. Ham said they are working on this.
3. Schedule March, 2021, AAB Meeting  
***Proposed Meeting Day: Thursday, March 4, 2021 @ 3:00 pm.***

The board agreed about the date and time.

4. Mark Slaughter mentioned that he is tackling a project and now wants to inform the board about it. He has contacted the National Naval Aviation Museum in Pensacola, who owns all Navy and Marine Corp aircraft that are on display around the world, to find out how to do an aircraft loan. The first thing that has to happen is that Mr. Chadwick needs to send them an email requesting a loan qualification packet. Mr. Slaughter said that he would do all the paperwork, but the request has to come from someone in authority. Mark said that he would really like to see some type of military aircraft on display out by the airport.

Mr. Chadwick asked that this be put on next month's agenda and discuss it from a practical and aesthetic standpoint. Mr. Slaughter mentioned we would have to take on the costs of getting the

airplane here, putting it on display, maintaining, etc. He said the city would not be bearing the costs of this, but that it would come from charitable donations.

Dr. Ham thinks it is a great idea if it can all come together.

5. Motion to Adjourn

Mark Slaughter made the motion to adjourn the meeting. Dennis Cherry made a second to the Motion. There was no opposition. Motion carried.

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