

Boundary County Airport Board Meeting July 6, 2021—Revised Minutes (7-15-21)

Present: Jay Wages, Don Jordan, Mark Weber, Rick Durden, Pat Gardiner, Bob Blanford, Caleb Davis, Shawn Shanklin, Travis Wisberg, Jesse Stafford and Trey Dail were in attendance.

Manager: Dave Parker

The meeting was called to order at 5:33 PM by Jay Wages.

The minutes of the previous meeting were read by Mr. Wages. Pat Gardiner said that they should be corrected by noting that the schematic of the Hilt Venture Capital hangar provided by Hilt was included in the minutes as a part of the minutes. Pat Gardiner moved that the minutes be approved as amended. Mark Weber seconded the motion and it passed unanimously.

Hilt Venture Capital Hangar. Last month this Board reviewed Hilt Venture Capital's application to lease airport land to build a hangar to house its aircraft. After extensive discussion of the application and concerns expressed by airport users and Board members, the Board voted to recommend that the County enter into a land lease with Hilt Venture Capital to build the hangar as depicted in Hilt's application and the schematic that was made a part of the meeting minutes.

Subsequently, an airport tenant sent a letter to the County Commissioners in opposition to the Hilt hangar and expressing the reasons for his opposition, including the potential for damage to hangars and aircraft due to jet blast. The County Commission referred the matter back to the Airport Advisory Board for it to specifically look at whether the hangar application should be denied because of the danger of damage by jet blast.

The letter to the Commissioners included data from Boeing Aircraft Company on the strength and intensity of the jet blast behind its commercial airliners. The smallest of the Boeing aircraft produces 18,000 pounds of thrust per engine. The person who sent the letter to the Commissioners advised the Board that he sought information on jet blast from a Cessna Citation Sovereign—the type of aircraft operated by Hilt but had been unable to find it.

During discussion it was brought out that the Cessna Citation Sovereign's engines produce slightly less than one-third the thrust of the smallest Boeing—5,900 pounds. That sum is only generated at full power on takeoff, something that is never commanded by the pilot when taxiing on a ramp or hangar area in the vicinity of structures, aircraft and people. There were disagreements among persons attending the meeting as to the intensity of the jet blast behind the Sovereign with some asserting that it rattled the windows of the terminal building when running while parked at the fueling area. Others disagreed. Airport Manager David Parker reported that after receiving word that the Commissioners were returning the Hilt application to the Board to look at the matter of jet blast, he went out and stood close behind the jet while it was running. He noted that the wind generated was much less than he expected and did not consider it to be an issue.

Persons at the meeting noted that the Hilt jet has been regularly operating on the terminal ramp area, among parked aircraft, for a few months and there has been no problem with jet blast affecting the aircraft, the terminal building or any of the hangars adjacent to the ramp area.

Shawn Shanklin, who flies the Hilt jet, stated that it is like other small jets and unlike jet airliners in that it is not necessary to apply power to the engines to start the jet rolling when it is stopped. The thrust of the engines at idle is sufficient to move the aircraft as soon as the brakes are released. That is unlike a jet airliner that requires adding power (breakaway thrust) to start moving when it is stopped.

Travis Wisberg referenced an incident at an unnamed airport in which a turboprop airplane was turning from a taxiway onto a runway and generating significant power. The turboprop turned closely in front of a single-engine Cessna and blew it over. This led to further discussion in which it was noted that a high-powered aircraft can potentially damage aircraft closely behind it if the pilot has moved the throttle(s) to a high power position. It was noted that pilots of high-powered aircraft are taught to be cognizant of what is behind them and take action to avoid using high power when the tail is pointed at aircraft or people that are nearby. It was also noted that wind gusts have blown over single-engine aircraft. It was pointed out in the discussion that small jets such as the Sovereign have been operating in close proximity to hangars, aircraft and people in complete safety at airports across the country for years.

At the conclusion of the discussion Rick Durden moved that the following statement be provided to the County Commission: The Boundary County Airport Board has reviewed the issue of potential jet blast damage sent to it by the Commissioners and has no change to its recommendation of June 1, 2021 to the Commissioners that they approve and sign a hangar land lease with Hilt Venture Capital. Pat Gardiner seconded the motion. It passed unanimously. Caleb Davis did not vote, stating that he had been absent from the meetings in which the Hilt hangar was previously discussed.

Pat Gardiner then moved that the following statement also be provided to the County Commission: The Boundary County Airport Advisory Board recommends that the Commission go forward with the Hilt Venture Capital hangar land lease that the Board previously approved. Rick Durden seconded the motion. It passed unanimously with Caleb Davis not voting as set out in the previous paragraph.

Other Hangar Updates. Paul Jones hangar is largely completed. Wurzel hangar has the exterior metal on it and is waiting for the door. Dave Parker noted a possible need for drains near new hangars, he's going to look into the matter further. He is also working on gas, electricity and water for the road that will run behind the new hangars.

Dave Parker was asked about hangars on the east side of the runway and said that the FAA had advised that it would probably not provide grant money until the west side was filled up. There was a discussion as to where to land fire-fighting helicopters as more hangars were built on the west side. Dave Parker said that it would probably work to have them land on the east side of the runway.

Weed Spraying. Dave Parker reported that weed spraying is taking place with the sprayer described in the last meeting. Pat Gardiner said he and Dave Parker are going to see if the airport can get on the community weed spraying plan.

Pavement Maintenance Grant Update. The grant has been issued. To minimize disruption on the airport, the work will take place in late fall.

FBO Agreement Update. Dave Parker reported that the Commissioners wanted some changes.

Fire Hall Contract. There has been considerable back and forth between the FAA and the Fire Hall with the FAA noting that the proposed contract and location is not in the best place for the future of the airport.

Bathroom Remodel. The bathroom remodel is primarily to upgrade and modernize it—to keep up with the times—as it has not been upgraded since 1977. A small percentage of the remodel was required following a sewer backup. It is nearly done.

Pancake Breakfast. The end of June EAA pancake breakfast went well although turnout was not as high as it was in May.

Idaho Transportation Department Grant Application. On short notice some Idaho state grant money has become available and Dave Parker and Trey Dail made application for money to relocate the rotating beacon and buy the “Howard” strip of land on the east side of the airport.

Dave Worell Request for A-7 lot for 60’x40’ Hangar. The hangar would not use the full available space on the lot so Dave Parker is working with Worell to find another suitable lot. Worell wishes to house two helicopters and one of two airplanes in the hangar.

Fuel Sales in Last Month. 100LL – 4,131 gallons; Jet A – 3,899 gallons.

The meeting was adjourned at 7:25 pm.