

September 15, 1967

Present: Mr. Burch and Mr. Aud.

Airport

Mr. E. Burroughs, Mr. O. Guyther, Mr. W. S. Donaldson, Mr. Pantaleo, Mr. R. Gabrelcik, Mr. T. Maquire, and Mr. Karpf, of Rader & Associates.

Mr. Karpf discussed allocation made for the county airport, and stated that in subsequent years, all funds will be allocated to the West Virginia area for a large airport for which a \$9,000,000 bond issued was recently voted in by residents. If we delay using the allocation made to St. Mary's County, it will be reverted into the above project, and he is encouraging use of the money as intended.

Mr. Karpf reviewed the FAA records for the Park Hall and Half Pone Airports, and fact that these are not all-weather airports due to the soft turf. If there was a county airport with paved runway, probably all planes would be move to it. Mr. Burch said he would like to know if the field could be relocated to fit into the land being given so that no additional purchase or lease of land would have to be involved. Mr. Karpf said it probably could if the prevailing winds are all right. (Mr. R. Chandler came into the meeting.)

General discussion concerning operational costs and maintenance. Mr. Karpf said the runway and apron would have to be sealed once every five years, with a bituminous mixture spray. The cost of \$5,000 would be spread to be \$1,000 per year. Lighting would cost approximately \$360 per year. The county usually does the mowing, snow removal, etc., with their own forces.

Mr. Karpf stated that there is usually a fixed base operator, who has a franchise to operate something at the airport. He usually does repair work, sells planes, gas, and normally operates the airport in general. In most instances, he will also pay for the lighting for being allowed to use the airport. However, you cannot give any exclusive arrangement to any fixed base operator as the federal government does not allow this. The operator may provide a shop or hangar if there is no such facility, and after it is used for a certain length of time, it reverts to the airport.

(Mr. C. A. Norris came into the meeting.) Mr. Karpf said that if the airport is successful, the county can get a portion of the money taken in, or can begin charging the fixed operator for use of the facility. Sometimes manufacturers of "T" hangars will build them on the site, and it would cost approximately \$3,000 per plane to erect same. Rental is usually \$450 per year per plane. The county might also make a separate arrangement for other types of hangars. If St. Mary's County is considered an EDA area, the government will pay for some of the buildings, etc., at the airport. If the county does not do the grass mowing, etc., the fixed operator pays for this service or provides it himself. He also will maintain the actual runway in flight condition.

Concerning funding, Mr. Karpf stated that the state money is usually a grant. Mr. Norris said that it can be either a grant or a loan, depending on whether or not the airport earns money. He got this impression from Mr. Rudy Drennan, formerly with FAA, now deceased. Mr. Burch asked, if we have to pay back any money to the

state, the length of time this could be extended over. Mr. Norris said he did not know, and Mr. Burch said he would like to see a copy of the contract that would have to be signed with the state government. The airport committee felt that this should be approached from the standpoint of getting an outright grant.

Mr. Karpf said it would cost approximately \$2,000 per year to operate the airport, and this is probably high, as the people using the hangars will help pay for some of the cost. He stated that the FAA will be glad to discuss this with the commissioners, and in fact, had wanted to attend this meeting today. He further stated that the project should be presented to FAA by mid-December, and Rader would like to begin the actual design by October 1st. They would have the plans and specifications ready by December 15th.

Review of amounts of money appropriated and changes in FAA grant. (Notations made on file copy.) Total cost will be \$300,200. An additional grant can be requested if there is a need for it, and Mr. Karpf said it would be granted.

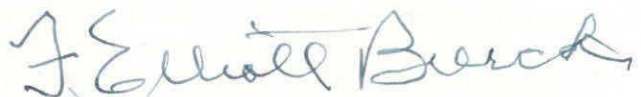
Mr. Guyther reviewed the contract to be signed and asked about expense for survey, soil borings, topography, etc., and Mr. Karpf said this is not in the grant. They usually try to get a local surveyor and a local supervisor. The FAA sets up minimums for the soil borings, and the design is then predicated on the information obtained from the borings. Mr. Pantaleo suggested checking with the SRC to see if they will do this work for the county, and we could pay them.

Concerning the land, Mr. Karpf said they will fit the airport into whatever land the county can get. Mr. Burch said he would like to find out more about acquiring the land before signing the contract, as he is concerned about the other property owners who are involved. Mr. Karpf said that the land can be part of the county share regardless of how it is obtained, whether by purchase or gift.

Mr. Guyther will contact two of the property owners, and Mr. Norris will ask Mr. R. Wigginton about determining how much of the land being considered is actually owned by Mr. M. Dean.

Meeting adjourned.

Approved,



F. Elliott Burch, President