

**OSCODA-WURTSMITH AIRPORT AUTHORITY  
BOARD OF DIRECTORS  
May 16, 2024**

**Meeting Minutes**

This meeting was conducted within the Airport Terminal Conference Room, located at 3961 E. Airport Drive, Oscoda, Michigan 48750.

**I. Chairman Boyat called the meeting to order at 10:00 a.m.**

**II. Roll Call:**

KEVIN BOYAT	ABSENT
KEVIN BELIVEAU	ABSENT
TERRY DUTCHER	PRESENT (ALTERNATE)
BILL PALMER	PRESENT
JOHN SWISE	PRESENT
MIKE MUNSON	PRESENT
DAVE DAILEY	PRESENT

**OTHERS PRESENT:**

BRENDA MCNEILL	ADMINISTRATOR
JACK BROWN	AIRPORT MANAGER
ROB EPPERT	LEGAL COUNSEL
WILLOW NEWMAN	OSCODA PRESS/NEWS HERALD
MARK MILLER	GUEST
LARY HOLLAND	GUEST
GREG SCHULZ	GUEST

**III. ADOPTION OF AGENDA**

Chairman Boyat called for the adoption of the agenda.

**Mr. Dailey made a motion to approve the agenda. Mr. Dutcher supported the motion. All in favor, motion carried by voice vote.**

**IV. Approval of Minutes – April 18, 2024**

Chairman Boyat called for a motion of the April 18, 2024, regular meeting minutes.

**Mr. Dutcher made a motion to approve the 2024 meeting minutes. Mr. Dailey supported the motion. No further questions or comments. Motion carried by voice vote.**

**V. Closed Session for Attorney Client Privilege 10:02 AM ET**

**Mr. Munson made a motion to enter closed session. Mr. Palmer supported the motion. Mr. Palmer, Yes, Mr. Dutcher, Yes, Mr. Dailey, Yes, Mr. Munson, Yes, Mr. Swise, Yes. Motion carried.**

**Mr. Palmer made a motion to return from closed session. Mr. Dailey supported the motion. Mr. Palmer, Yes, Mr. Dutcher, Yes, Mr. Dailey, Yes, Mr. Munson, Yes, Mr. Swise. Motion carried.**

**VI. Financial Activities**

**A. Financial Activities April 2024**

Mr. Palmer and Ms. McNeill reviewed bank statements and financial transactions during the month of April 2024. A listing of bills processed for payment, totaling \$158,025.04 was provided to the Board. Payments of \$8,925.00 for Bldg. 291 roof replacement, \$7,932.00 insurance payment, \$13,729.63 for airfield paint and \$2,629.46 for a used stump grinder were noted. Total deposits of \$159,725.52 were also noted. No discrepancies.

**Mr. Munson made a motion to approve the April 2024 financial activities report, which includes payment transactions totaling \$159,725.52. Mr. Dutcher supported the motion. Mr. Palmer, Yes, Mr. Dutcher, Yes, Mr. Dailey, Yes, Mr. Munson, Yes, Mr. Swise, Yes. Motion carried.**

**VII. Michigan: America's Space Harbor Update- Call in**

**Ms. Cheree Kiernan called and presented, "Michigan: America's Space Harbor." See attached.**

Mr. Swise on behalf of the committee said we would like to let Ms. Kiernan know that we are excited about the opportunity to be part of it and for it to be successful. What are the plans now? We've discussed regarding the FAA in 3-4 years from now. But what is the strategy in a couple of months? LLC what is the process to certify for that? We don't have any money to provide. We are excluded from the Township. What do you need us to provide? Ms. Kiernan said what is needed is a land lease, a site agreement, collaboration for access control and scheduling, and encouraged Team communications via NOTAMS. Also, we will need to sit down together independently and review an airport map. Mr. Swise mentioned we can collaborate on environmental and there was a discussion on fueling locations.

The Site Visit date was not known at the time of the meeting. Mr. Dailey suggested four Board Members be involved in the Site Visit, including Kevin Boyat, Mike Munson, Dave Dailey, and Terry Dutcher. (Site Visit: June 5<sup>th</sup>)

For August 21, 2024, the Spaceport Summit was mentioned.

## **VIII. Current Business**

### **A. Air Force Passive Soil Gas Sampling**

Jack had to step out with an Engineer. Brenda sent an email that was received by the Board with attachments. That pretty much explains it. Defers the rest of the topic to Mr. Munson when he talks about the updates. Mr. Munson wants to bring the Board up-to-speed on some of the significant issues and an overview of the RAB Meeting. That's what we looked at last night. Let me talk about this for a second. Because it may have an impact on the Airport itself. The Remediation Board has been addressing PFAS contamination for the last 15 years. Very slow progress. The newest thing now is vapor intrusion. Besides the PFAS material there's a lot of petroleum distillates if you will that are in the soil. What the Airforce is doing now is they are charged with taking samplings. If you look at that paper, there are hundreds of samplings. 399 samplings on the airport property. There will also be a lot of townships that they will look at too. Bottom line, we may find after the samplings it may take a year and there may be an impact on some of our buildings and the impact may be the fact the vapors that are coming out of the soil may tend to affect the people that are working in those buildings. From a management standpoint, we may have to manage those buildings and we may have to shut some of those buildings down. So, we are telling some of them in the business, you have to get your people out of there. Now, by enlarge, the Airforce is supposed to fix that problem. But, getting them to step up and address it is like pulling hens teeth. Excuse my analogy. So, that's what it's like. We may have to step up and fix those buildings and then re-charge the Airforce. So, bottom-line, It may blow up into a fair significant impact on the airport financially making sure those buildings may stay open if they find if there is some vapor issues. That's one of the key items I want to talk about. Let's go on the other ones...

### **B. Clerical Posting – McNeill**

Brenda noted that at the last meeting she was authorized to bring aboard a full-time clerical person and that's getting under way. Brenda received a dozen or more resumes. She shut down her posting on Indeed so she can keep up and respond to all the applicants and she set up interviews.

### **C. Airport Manager Updates – Brown**

Ms. McNeill reported on Mr. Browns updates. Cement has been going on and those guys have had good support with the weather. We have been supportive as much as possible for them because cement work is not everyone's favorite thing to do. But as you can see it's coming along good. They are resurfacing the apron. AuSable which is located next to the GA apron. SCCA (Sports Car Club of America) at the end of this month. They have committed to five events at the Airport.

Mr. Munson asked if it is going to be cured enough for them to sit on there? They started at the beginning of May and have worked their way, and they are in the home stretch. From my understanding, they are very much on target for that to happen.

Mr. Munson noted when that happens, we need to make sure the Press comes out to take pictures and let folks know that have not been here for a year – two years. They went up to Chippewa, I believe. They left us because we took the alert area away from them and we put airplanes in there. So, that's something from a positive standpoint and it should go in the paper.

Mr. Eppert asked Ms. McNeill who OWAA is relying on for work to be of a sufficient quality to have SCCA there in the first place? Ms. McNeill answered the SCCA. Mr. Eppert asked are they going to be traversing over the new cement? Ms. McNeill responded with yes and noted the President of their SCCA club has come up and met with Jack.

Robert Eppert - You might want to put something in the agreement that it is new concrete where they are accepting and releasing up from liability. Some acceptance of the quality of what they are driving on. That would be sufficient for their intent and purpose. Ms. McNeill said she will put a Release together and get that to Robert for approval.

#### D. Special Events

Ms. McNeill reported the SCCA has been coming every year except for last year. She spoke about the dates for the SCCA, which is May 25, 26 & 27.

Hennessey Special Vehicles is requesting use of Taxiway A and Hanger 6-Cell 11 for high-speed runs and vehicle component testing May 28<sup>th</sup> and 29<sup>th</sup>, 2024. This would be a 2-day event and will include one staff member for safety. They will use the taxiway and we still have Cell 11 available. We are going to open that up and allow them to use it.

Ms. McNeill sought blanket approval to coordinate and schedule events for the remainder of 2024. Events for summer 2024 are as follows:

Organization	Dates
SCCA (Sports Car Club of America)	May 25, 26 & 27
Hennessey Special Vehicles	May 28 & 29
SCCA (Detroit Region)	June 21, 22 & 23
SCCA	June 28, 29 & 30
SCCA	August 16, 17 & 18
SCCA	October 4, 5 & 6

**Action Requested: Discussion and seek approval for the above-listed events and for the Administrator to schedule and approve additional summer 2024 Special Events.**

**Mr. Dailey made a motion to pass and approve Ms. McNeill to approve 2024 Special Events. Mr. Palmer supported the action in favor of passing.**

**IX. Administrator Comments**

No additional comments from Brenda.

**X. Public Comments**

Lary Holland - Regarding the Michigan Launch Initiative, as a member of the public, I would be extremely interested in offering some support to the existing Board members that you are just not reliant on decision makers. My background is in disassembling and reassembling systems in technology. I just see FAR (Federal Aviation Regulation) 420 nothing more than a system and being a little challenging from a committee perspective not only learning from them but also it's challenging the process and bringing a process to ensure some real understanding of it. Probably that could go a long way and if it's the Board opportunity to expand the committee I would really be interested in participating in some of those things. As I've participated in the past in MAMA things. I try to keep up with everything to do with this stuff and it might go a very long way.

Dr. Dailey confirmed that we appreciate the offer. I would love to have you. But we have to get with Michigan Launch Initiative and Michigan Space Harbor because some of this stuff is sensitive to operations and they don't want their business plan to get out. Mr. Eppert noted that you have to be a little tender in that area, though, Dave. In this operation, we operate in

the light of the public. We can't make promises to the Michigan Launch Initiative or Michigan Space Harbor in this case that we can keep this information confidential. They know that. We can't make that promise to them. As meeting with them as an Executive Committee when the meeting was down in Lansing. They didn't exchange it then. I agree. Mr. Dutcher noted that proprietary information or material product property. Mr. Eppert noted as soon as it transfers to our hands, it's private property. Gavin told us he would have it together. When they go through the process with the FAA they will be disclosing it.

Mr. Schultz noted a couple of years ago when you were looking to hire a Director for the airport, I said If you have done somebody inside the organization that does 80% of what you are looking at and you know that they can grow the other 20%. I am concerned on how lean an operation we have right here. We have never had too much management or administration going on at the Airport Authority. Then run a lean operation and you are making it leaner for right now. Even if Brenda gets someone that is super capable that would be amazing, you are still running a lean operation. I've lived in the corporate world and when things get lean and having your people work offsite and conferences or seminars or training. You are so far behind the power curb and if you have someone go away for a week, I am cautioning you to not fall in that trap. If you have the opportunity to go to those outside conferences because you are so jammed up – I just think it is real easy for that to happen to you. Just make sure that doesn't.

Mr. Swise confirmed I agree with you.

## **XI. Board Member Comments**

Mike Munson spoke about the Restoration Advisory Board (RAB) and wanted to bring the Team up to speed. Not a detailed analysis. Albeit is it very slow. It's like the turtle hare raise. At least the turtle is now moving. He's moving very slow. But, at least he's moving. Everyone would like to see it moving faster. I would like to let everyone know that they've set the date for the future RAB. If you can be there, you can glean a lot of information. The next one is the 21<sup>st</sup> of August and it in the packet he handed out. There's another area that is being expanded of PFAS standpoint there will be a building onsite that will be a fluid process. They will start construction supposedly the end of June so there will be some work over in that area and they will need to move some airplanes around to make that happen. I'm sure that Jack is aware of that and Mike wants to see Jack after the meeting. He was not so sure that activity was going to happen if you look at the third page which talks about the construction in June. They have the decision through MDHHS. They are supposed to do it this week. He's not so sure that this will happen. The last two things is that we are charged with looking at our sewer drains. There was an initial analysis at Cherokee in charge of contamination. That was not done very well and so the airport has been assigned to update that and get better analysis. So, that will

fall on Jack to make that happen. Not only from the point of contamination but also the sewer lines integrity. We need to make sure that is not falling apart. We need to make sure that we capture that. All that needs to be done by August. We have to talk about it as that is an action item. He already spoke about the vapor intrusion and we may find some buildings or some areas we cannot have people in until some remediation is done. Of course the Airforce is supposed to do something with this just like this trash in the hanger that we have to hang on to forever and ever and ever. We may have to do something from an airport standpoint to make the building safe if we find out it is not safe and that may happen and that may impact our budget. Air sampling test – an intrusion. The focus of the RAB is to address the PFAS and that's always been the elephant in the room. The ground was also contaminated with alcohol petroleum products – fuel and stuff and now they are saying, "We have to find out how much is in there." Now, they have samples all over the ground and the buildings to capture what vapor poison fumes are in the room.

The Airforce initially knew the contamination was really bad. It was like water and oil and they can take that and they can burn off or separate the petroleum distillates. They said, "We got it down to a level and were good." Now, PFAS in those buildings – now they are saying, "We think that we are okay. But, let's do a testing in those areas to see how bad it is." That's where all this 399 sensors. Let's see how bad it is and if we have to do anything. You know they are going to get some surprises.

Mr. Palmer said we sat in on the RAB (Restoration Advisory Board) and I filled in for Mr. Cummings. There is another company and in the process of doing a risk assessment for the airport. He was part of the group of three people the formed the RAB, created the RAB in the beginning, and the whole focus of the RAB since its beginning is PFAS. They sort of overlooked the whole chemicals of the VOC chemicals. So, I brought it up last night for the RAB not to forget that it's a whole other class of chemicals which as Mike said is part of the vapor intrusion process and that this group that is doing a risk assessment is only taking into account PFAS. I think that it's imperative that they think about the VOC chemicals that are still on the base and in the airport. The GAC filters are imperative at filtering out those VOC chemicals. But they did say and that's why I wanted to ask them and they said it does foul up the carbon which means it is still in the ground and still in the water. So, to me that means if you are truly doing a risk assessment of the airport RAB that has to be included and the ladies are very knowledgeable that are doing the risk assessment. All they were charged with was studying the PFAS. Fish, bugs, animals – I hope that they were listening when I brought that up last night. That the Airforce was aware of when the base was in operation and that's why they built the plants to take care of those and obviously they are still here. Mr. Munson said the RAB – bless their hearts. They are pushing the Airforce. The Airforce went to this outside company and said you need to do a risk assessment. By the way, if you leave things out, they don't get into the end result and there are certain things like some of the PFAS – micro – the

foam stuff and not in the top – the POCS once this gets into approved then it's locked in snow. Like when we do an assigned agreement unless we update it it's the same every year.

**XII. Review of Bills and Payments**

June – Mike Munson

July – Bill Palmer

August – Mike Munson

**XIII. Closed Session To Discuss Attorney Client Privileged Information**

**XIV. Adjournment**

**Mr. Palmer made a motion to adjourn the meeting at 12:00 p.m. Mr. Dutcher supported the motion. All in favor. Motion carried.**

Respectfully submitted by Ms. Brenda McNeill, OWAA Board Secretary.