

Grand Haven Airport Board Meeting Minutes – June 23, 2026

Meeting called to order (Chairman) 530pm - Richard Clapp

Roll Call (Secretary):

Members Present: Richard Clapp, Dennis Swartout, Dale Hagenbuch, Tricia Harrell

Others Present: Earle Bares (Airport Manager), Tom Mandersheid (Airport Liaison)

Guests: Mayor Bob Monetza, Roland Ashby, Jared Bennes, James Hagen

Agenda approval: Swartout motions to approve, Clapp seconds. Motion carried unanimously.

First call to audience: none

Approval of May 26 Airport Board Meeting Minutes: deferred to July

New Business: none

Old Business: Say Weather Functionality (Richard Clapp)

Hangar doors plan on repair (Earle Bares)

Clapp: Would like to see Say Weather brought back online. Harrell: We are pending some updates from both MDOT Aero and Say Weather. We asked also for some context on the accident case- what specifically was the cause? What was the attribution of Say Weather to that accident? Was the weather incorrect, was it put out as official when it wasn't official? What was the tie in between Say Weather and that accident that MDOT Aero mentioned. Earle: Say Weather was not tied to weather reporting. Harrell: questioned the comments last meeting specifically mentioning Say Weather. Clapp and Earle don't recall Say Weather being named as a factor. Earle: an accident was happening because of misinformation from a weather station. Harrell: Say Weather wasn't the weather station? Earle: don't know. Say Weather says no, it was not their weather station. Harrell: Doesn't know if we can bring it back online until we know the legalities of it, including if a precedent has been set. Clapp: Refers to his phone call with Say Weather, It is truly advisory in nature. Per FARs, it is incumbent on pilots to research the weather. Doesn't see liability on our part, for having a Say Weather system that provides weather data. Harrell: I would agree with you on that part. Clapp: The word liability was brought up. We can still inquire if there is liability but there truly isn't liability. It even states it on the broadcast. It is advisory in nature. Harrell: it was brought up in a public meeting that an accident happened, Say weather was alluded to or involved. MDOT Aero said there was some kind of legality/liability with Say Weather, which is the reason we decided to immediately turn it off, right? Swartout: no. Earle: no. To make clear in my last report- legally listing the information officially may be a problem. Clapp: not according to Say Weather. Mandersheid: they sell the product. Harrell references verbiage in the May report. Earle: probably not abundantly clear in that statement, but MDOT Aero brought up the issue of legally listing the information officially may be a problem, not Say weather. Just legally listing the information may be a problem- that was their emphasis. Harrell- is it better to list it as advisory than to not list it at all and pilots make an assumption? Clapp: are these lawyers saying the word legal? Earle: the lawyers are not saying anything. We are still researching these other issues. Any issues with say weather and reporting and its implications. Mandersheid: if we don't have a clear understanding it should stay off. Earle discusses where the weather is available - on the internet- weather underground, not on unicom. We turned it on when the runway was closed because it has a feature that says the runway is closed. Local weather information cannot be used legally. Clapp: what would we need to do to make it legal and get it published? Harrell: it was taken offline to mitigate liability/legal risk to the city, we would like to progress towards getting it back online. What needs to happen, do you need to do more research? Is there enough now to do that? Do we need to vote? Clapp: do we need an opinion from the city attorney on this? Earle: show me one official document that has Say Weather listed. Clapp: I will do that. There are some of the sections and AFDs. Earle: show me non-sectionals that have it. Clapp: I will get you an example of that for you. I do want to see it published

and I do want to move though this and get it back online. Speaks to advisories verbally from airport manager vs say weather (more accurate). Earle gives examples. Clapp: is there a precedent? Say Weather is more accurate down to the knot than looking at the windsock. Can you get with the other airport managers for public airports that have Say Weather and see what they are doing with it. No because they are not publishing the information. Clapp: we should publish the information, it is advisory. I'll contact Say Weather if Tricia contacts MDOT. Harrell: We just need clarification on what MDOT told you. That was what shut this off, you said they said there is a legal problem. Earle: in publishing the information. There MAY be a legal problem. I've asked them again, they wont put anything in writing. Harrell: We can't put the city in this position. Maybe we need to get the city attorney to weigh in on this. I'd rather do our due diligence first. Clapp: lets do our due diligence and table until next month. Swartout: Say Weather has been around a while, and the number of airports, public or private, none of them have had liability concerns? Is that fair to say? Some airports still have it. If we have lack of clarity from the state as to how this should go, at this point it seems like we need further information. Lets get that. It's frustrating to say someone can tell you something verbally on the phone but not put it in writing.

Harrell: this whole thing came about when discussing say weather and the lighting. Earle: and we still have the problem with the lighting. Harrell: When you say problem, its not a problem, its just night time it comes on...? Earle: its an interference, yes. Harrell: so that was the main issue that caused this conversation- does that affect your decision on whether or not this should be on? Earle: we have solutions to that decision. For example- Say Weather will be available with maybe just 2 clicks on the microphone. And all that is is the wind information and wind speed. No barometer. Clapp: Say Weather gives more accurate information than you give. Earle: We should conduct an official study with our wind sock and our other weather station and officially document it. They currently correlate very well, in my observation. But we should write it down incase MDOT asks how accurate it is. Clapp: I feel there is just as much reliability as when you give the wind over the radio as Say Weather. Mandersheid: why don't we go ahead and document that accuracy. Earle: we will do that.

Harrell: the accuracy of the wind is not what's in question, it's how it interacts with the lights and whether or not there is a liability. A pilot who chooses to use it, misinterpreting it as official weather. There are 2 problems. 1)lights 2) whatever MDOT brought up. The accuracy of the wind compared to the wind sock, we are fine with. And we are going to validate by logging checks over the next month. But we still have 2 questions. 1)Is it interacting with the lights in a way that is safe, and is there any liability to the city in the way it is introduced to the pilot community? If it can be mistaken somehow as official. If it can be published does that change the fact that it appears to be official?

Ben Ennenga provides handout with lighting info and the settings at each number of clicks. Ben clarifies what happens when Say Weather is activated at 3 clicks as it pertains to lighting. Covers day and night settings and the remedy if the pilot wants the settings higher.

Harrell volunteers to contact MDOT Aero for more information. Decision to return SayWeather to CTAF deferred to July pending more info.

Hangar Maintenance

Mandersheid: This topic is on the agenda because we were expecting a maintenance action plan from the airport manager. Earle- discusses the state of the hangars and doors, and says that the most needed maintenance item is likely new rollers, which we have on hand. Now that the N/S runway and crack sealing project are complete, focus can be on hangars. Expect an update at Aug meeting.

Airport Manager Report:

Phase 1 N/S runway rehab complete, phase 2 near complete. Just working on the edges of the runway. Electrical work is done. Final pavement marking, Phase 3 is scheduled for end of July. (Half quantity paint is on.) Mandersheid: On crack sealing- State issued the City remainder of funding a week ago, so that project is totally complete now. Earle: approach tree trimming/removal: 100% for N/S and W approaches. Still working on East. Tree line is 10-15 ft below approach path. Dawn patrol June 6- weather was perfect. 9 aircraft came in plus 5 more for Young Eagles. 350 breakfasts served. Young Eagles flew approx 110 kids. 6 were 17 year olds so they can get started in Young Eagles flight plan with free school, lesson, and knowledge exam. Next Young Eagles event July11th. Will extend the 18/36

runway closure NOTAM from June 25 to June 26. Construction of new C row hangar -design phase started. Future airport funded projects are on hold until we know the cost of the tree trimming on the east end. Harrell: can I confirm that the provisional license is based on noncompliance with this surface so far, and that tree trimming when the oak wilt season is done will complete the requirement? Earle: it may not complete it the first year. In the fall it may not be complete because of the cost of doing it and its extent. Mandersheid: We should be able to cover the cost. Harrell: so we will have a regular license again after the fall? Mandersheid: we have to get all the trees taken care of before MDOT is going to come in and inspect that, I'm guessing. Harrell: so once that is done, we will have a regular license again? Mandersheid: the provisional license will be lifted, hopefully. If they are satisfied. They have been satisfied with the other 3 that Earle has done. Is a big chore, there are a lot of trees out there. 38 parcels. Discussion about cost.

Earle: safety and security- no noise complaints. Wildlife- occasional turkey & deer, mainly on east end. 7 notams issued. We sold 3117 gal of fuel. 60 aircraft on field. 4 aircraft worked on. Terminal building -no problems. A/c maint building has a few roof leaks but otherwise ok. Hangars- all hangars rented. Problems with some hangar doors during high winds. Electrical problem- no power at the end of C row, no solution. Not supporting those hangars- due to be torn down. Reviewed hangar waiting list- 63 on list, several for years and want to remain on list. Don't see them as potential hangar tenants, so that's why we say around 50 people on the list. At least 5 desperate for hangar space. All airport grounds checks have been done. Almost all airport edge lighting repair- All lights on RWY 18/36 are functional. DEQ logs and drain checks up to date and complete. Fuel farm dispenser working fine. A problem with condensation in between back of the display window and the LED. Bennett Pump is looking at it, 3 service people and general sales manager have come out this month- advantage of having Bennett Pump nearby. Still working on solutions. Fuel prices- leveled off a little. Fuel we just purchased yesterday has substantially gone down in price. We got it just at the right time. 6.45 is the current price. Pointed out the attached schedule for reconstruction project and crackseal pavement marking work. And tree trimming and obstacle removal summary. We were billed for 3 acres as the purchase order was issued for, but they actually did 5 acres, maybe 6. They did an excellent job.

Airport Liaison report: Tom Mandersheid – discussed balance against recent projects. Good shape financially, but cautious because of work that needs to be done at east approach, guessing \$75,000 but we'll find out when we bid it out. Clapp: are there any other future expenses projected? Mandersheid: the hangars are next. Budget- copy enclosed. Discussed upcoming FY. We are close to budget, but there are some variables such as fuel (cost and revenue) About 11,000 short of revenue goal. Need to stay conservative until tree trimming is done. Next thing is hangar design- Prein and Newhoff will send an invoice as they keep working it, and we send that over to MDOT. So we won't really see the cash. Estimates cost will cover 5 hangars. Discussed July-Aug-Sep billing (this particular quarter billing is always sent out late because they don't want to receive funds before the new FY) Discusses money received from Jost and hangar rent. Interest provides a notable funds into the airport- \$5900

Second call to audience (Chairman):

Ben Ennenga (14315 Briarfield Ln, Grand Haven)- haven't seen invoice yet for July (Earle: Sarah sent them out today. Mandersheid: This first quarter billing is always sent out late because they don't want to receive funds before the new FY)

Jim Hagen (400 Lake)- The proposed airport solar has been given a new database number in the FAA obstruction database. It has a completely new number. It has been in evaluating phase, and now has been moved into the study phase. If you are tracking numbers, be aware that it has changed. It is now 2026-AGL-10047-NRA

Meeting Adjourned (Chairman) 627pm Swartout motions to adjourn, Harrell seconds. Motion carries unanimously.