

*(My notes and recollection of Meeting 12/18/14)*

Deb was not happy with the order kept at the last TFAC meeting. Admittedly some things got out of hand as one guy was pounding his fist yelling at her before he got shut down. Hey, he had some valid points.

Second, she went on record again as working for Brian Ziegler, not the TFAC or TNAAC, and she will do what a 'professional administrator' is hired to do, she will not answer to either commission, we (the commissions) are there to advise the county council of the happenings of the airports with recommendations. At that time, I found out that Mr. Roach's planned site visit that I was told would be after the first of the year actually won't happen until February.

Naturally, the gates were part of the above conversations, and was also the subject of her third topic. She just can't overcome her singular thought process about the drunk individual that 'raced' down the taxiway in their auto a couple years ago. I asked her about what she should do about drunk driving in particular on Meridian, no response. Then I enquired if it wasn't far better to educate people than to lock them out, her response was some people can't be educated. (how's that for an understatement?!?) I then brought up the county's own data that her data about the number of incidents was severely flawed; she didn't want to hear about it and said I was wrong. She further stated she has received positive feedback from the airport community about the 24-hour security. Michael C began to re-think the TFACs letter to the council, wondering if it was the right thing to do as they only heard the folks that showed up at the meeting. I suggested that there will always be two sides, but common sense needs to dictate our steps, which was what was used in making the decision to address the council that way.

Again, I suggested 'in the name of security' that the west fence be extended to 168<sup>th</sup> and a security gate be placed on 168<sup>th</sup> between the RV center and Seattle Turbine so all airport traffic has to go through the 'security'. Well, she said they couldn't afford that. I explained that one of the current gates could be moved, and the other sold as surplus to pay for the fence addition and gate moving, then asked if it was monetarily or pressure from those enjoying unfettered access that she couldn't afford. Again, no direct response.

Then I posed the question of how many folks knew what the 'master plan' was for? I stated that to my understanding, it was to provide direction to the county, let the Fed's know what are plans are, for funding and the like, and as a marketing tool to attract further business / investment by the private sector; they agreed those were the primary factors.

We thought an informal poll of users would be useful in determining some direction, so a few questions were brought up for that poll, including user type (business or personal aircraft operator), security preferences (too much / little or just right) and a few other things. My thought at the time and not shared with them - is if I am the only one squeaking a wheel over this than I will PUBLICLY back off and proceed with more private action. Meeting broke up shortly thereafter. On the way out talking with Michael, he went to use the restroom, and found it to be locked with a keypad on the handle. That's when it occurred to me that to gain entrance into the 'ferries and airports office' section of the building; we had to knock to gain entrance, as it also was equipped with a keypad entry.

She (Deb Wallace) works – and likely lives - in a sheltered environment with security / lack of liberty dictating her life so she has no concept of the real world. It would be interesting to know if those

devices were present at her hiring or if they were installed at her request. Paranoia at its greatest exhibition, and she likely doesn't realize how that is affecting her mindset.