

Minutes - Committee Meeting
AIRPORT ADVISORY COMMITTEE and
PORT AIRPORT COMMITTEE
January 6, 1976 - 12:00 Noon
Hood River Inn

Present: Port Airport Committee members John Weber and M. S. Walton, Port President C. W. Wells and Manager Dallas Dusenbery. From the Airport Advisory Committee were Chairman Sterling Hanel, Vice-Chairman Arne Udelius, Secretary Jay Lawhon, Ted Ekker and Chuck Smith.

Absent: Airport Advisory Committee members Charles Deach and LeRoy Smith.

Port Airport Committee Chairman John Weber chaired the meeting and informed the group that the aviation easements were either acquired or property was being condemned by the County. The Committee was told of our acquisition of the Wright property to the north of the airport and the fact that it needs to be zoned as light industrial for future development and expansion of the airport. We requested the Committee's help in this as we go into this hearing process under the Comprehensive Plan this year.

The Committee was asked by the Port people about their observations on the operation of the airport. One of the first things they mentioned was that there were no posted regulations on the operation of the airport, which is needed. Physically there needs to be leveling and grading in various sections of the airport, particularly east of the existing hangars. A general clean-up was suggested at the airport and the Advisory Committee said they would handle that and would help to furnish equipment and would let the Port know as to what they propose to do and if there were going to be any costs involved.

The Committee discussed the location of the ag operators. Two or three of them thought they should be on the southeast corner and someone else thought they should be on the northeast corner of the airport. This will have to be decided later. One of them mentioned that the Forest Service needs restrictions when they are in full operation with many flights a day.

We then discussed an Airport Manager, needed to implement these regulations. We discussed how much time he would need to spend out there and we did tell them that Bob Meyer was to draw up a job description for an Airport Manager, hoping that this might help us in the selection of one. We asked if they had anyone in mind who might be able and willing to take on this job, at least on a temporary basis. Bob Meyer will continue as Airport Manager until we can get an interim appointment made.

The Committee mentioned that the overruns at the west end particularly and at the east end need attention. This should be brought up to grade and at least gravelled. Any new hangars they felt would probably be best situated in the northeast corner of the airport with a separate access road. One of the things discussed was the general division of the airport, as Bob Meyer had mentioned that he thought south of the runway should be commercial, with the Forest Service and the ag applicators, and north of the runway should be general aviation, with the hangars, maintenance, administration building and tiedowns.

Guidelines for the Airport Advisory Committee were requested and it was felt that it would be better if they could have their meetings before our regular Port meetings and that the Port have an airport item on our regular agenda and that one of the Advisory Committee members be appointed to attend the Port meetings to discuss airport developments.

It was decided that we would continue with this present Airport Advisory Committee and would select by lot two members to serve until July 1, 1977, two members to serve until July 1, 1978, and three members to serve until July 1, 1979. The members of this committee will be so informed by letter and we will let other airport operators know who is on this committee so that the general aviation public can talk to them about possible changes and the type of service desired at the airport.

There was general agreement for Port revenue from fuel, with possible adjustment for ag operators. It was agreed that all fuel facilities should be to airport standards. Some thought that only one fuel installation was necessary, others thought various operators should be allowed separate fuel facilities.

It was generally agreed in separation of the Fixed Base Operator and the Airport Manager, but some thought there was a need for someone at the airport to have authority for some of the policing. Others thought this could be done from the Port office.

This seemed like quite a profitable meeting and it was felt that possibly they would not need to meet again until after the Port Airport Committee had met with the ag operators and the Forest Service, when we could sit down and try to tie this whole thing together.

The meeting was adjourned at 1:40 p.m.

Respectfully submitted,


Dallas B. Dusenbery, Port Manager