

Minutes - Regular Meeting
AIRPORT ADVISORY COMMITTEE
April 20, 1976 - 7:30 p.m.
Port Conference Room

Present: Chairman Sterling Hanel, Jay Lawhon and Arne Udelius. From the Port were John Weber, C. W. Wells and Dallas Dusenbery and from the airport was Bob Meyer.

Absent: Committee members Chuck Smith, Ted Ekker, Charles Deach, LeRoy Smith.

Note: The Airport Advisory Committee is advisory only, we make no decisions. Any decisions we do make are simply ideas to pass on to the Port Commission for their consideration.

Minutes of the previous meeting were approved as mailed.

John Weber advised us that the Commission had voted to repair the taxiway and the roadway where the paving is bad out at the airport, and said the County says the road is airport property but maybe sometime in the future will be public. For now it is up to the Port to maintain it. The estimate to fix it was in the neighborhood of \$200.00 and Ernie Snyder from Oak Grove Construction Company is to do it. They also advised that they are going to try to get the deeds by July 1, 1976 from the County. These had been promised each week since the first of the year.

Dallas Dusenbery advised that he was talking with Ron Merry, who advised that it would cost approximately \$6,000.00 to do the cracks in the runway properly. They do not have that much money in their budget, but do have approximately \$3,100.00. For now they will try to get it patched up and see what the master plan calls for when we get that back.

Chairman Hanel checked with Standard Oil and they say the Cannon Sealcoat on the tie-down areas should work okay. It was pointed out by all that this is a high priority job and that the rocks out there are pretty bad and this is one of the first things that should be fixed. John Weber said he would put it on the list for next year's budget and try to get it approved.

John Weber advised that the Port Commission had approved the extension of a 2" minimum line for irrigation on the southeast and east end of the airport. They need to decide where to hook it up. Should it be on Orchard Road or should it be hooked on the existing line? They decided to dig out there and see if they could find a riser and if they could, go from there.

John Weber advised that the Forest Service needs a close estimate of costs by April 22, 1976 for their use, so we spent some time talking about this. He said they would use about five acres, three acres being level and good, and he suggested that was maybe 140,000 sq. ft. at a lease fee of say 1½¢ per sq. ft. This would be about \$2,100.00 per year. Then there is the two acres that they would be using that is rough ground, say at 10% of that figure, or @210.00 per year. This would make their lease fee about \$2,310.00 per year for the land, plus cost of improvements such as sewer, water, etc., and I didn't get straight whether they figured the Forest Service would put in the water, sewer, etc., or if the Port Commission would. This would also include the tie-downs they have out there. He also suggested that regular tie-downs that an aircraft used, about 45 x 90 ft., if we applied the same rate that the Forest Service is paying it would be about \$5.00 per month for the unimproved parking area, and the blacktop would be something more than this, but we did not decide or figure how much. Also we talked about the ag operators. If they had the same lease amount for their use and improvements, say 200 x 200 feet, or whatever they figured was needed, it would come out maybe the same way just by multiplying by 1½¢ per foot to come out to their lease amounts.

Bob Meyer talked some about the lease suggestions for his Fixed Base Operation and contract possibilities, lease arrangements, etc., were discussed but no decisions reached on that.


John Weber was anxious to get some of these things straightened out so that the Port could get their budget ready for discussion for the next fiscal year expenditures.

Arne Udelius suggested a notice to the public, in the newspaper or something, that their tax money is not going to the airport. He said he had heard quite a few comments about the money being spent out at the airport, and he wanted it pointed out that County or State tax money was not going into the airport, but rather this money was coming from aircraft user tax that was paid by the users of aircraft and airports and was not part of the general fund from the public.

Dallas Dusenbery had proposals for Master Plan studies from three engineering firms and we discussed these briefly. Some of the members took some of these home to study and these will be discussed further at the next meeting. Since it was late we adjourned the meeting at 10:30 p.m.

The next meeting will be May 4, 1976 at 7:30 p.m. at the Port Conference Room.

Respectfully submitted,



Jay Lawhon, Secretary