

Minutes - Airport Advisory Committee Meeting
April 6, 1976 - 7:30 p.m.
Port Office

Present: From the committee were Sterling Hanel, Chuck Smith, Ted Ekker, LeRoy Smith, Arne Udelius and Jay Lawhon. From the Airport was Bob Meyer.

Minutes of the meeting of March 16, 1976 were read by Jay Lawhon and approved.

Chairman Hanel read a note received by the Port from Chuck Benton complaining about the culvert put in for use of the road, saying that it would make a quagmire or not drain well with the culvert as it is. It was noted that the Committee members thought that the drainage was better than it had been before the culvert was put in and no action was taken.

Bob Meyer reported that the drain tile is in, the tie downs are all in with new half inch nylon ropes, and the drain across the taxiway has been put in, but this needs to be patched before it can be used. The tile on the southwest end of the field is in and draining and looks like it is going to be alright. Bob suggested that someone look to see if sewage might be going into the drain below Don Decker's house on the airport side.

Ted Ekker reported that his time in mowing, cutting the holes, and the different work that he did at the airport, amounted to 12 hours and the cost would be about \$120.00. This includes his time and use of his equipment. He reported that rope had been purchased in the amount of about \$180.00 and had been charged to the Port.

Mr. Wright was contacted to get the seeding done on the grass on the southeast corner but he has not done so at the present time. We left a note for Dallas Dusenbery with comment that this should be done immediately or else get somebody else to do it.

Ted Ekker got a quote from Cannon Sealcoat Company estimating the cost of seal-coating the tie down area, the paved area that is there now. This bid was \$3,523.00 and would sealcoat the front of the hangar and tie down paved area, which amounts to 11,615 sq. yds. He would sweep off all the loose gravel and debris, and apply two coats of Chevron driveway dressing. There was considerable doubt on the part of the Committee members that this would do the job of holding the rock down out there and we more or less tabled it to be looked into to see if actually that would be the case and will bring it up again at the next meeting.

There are some large chuckholes in the County road entering the airport; it is pretty bad and tearing up the road pretty fast. Bob Meyer was going to look into it and we left a note for Dallas Dusenbery to see if he could get hold of the County and see if they could maintain their property. After all, this is a County road and there are several houses that face on it and it is used quite a lot.

Bob Meyer reported that the grass is growing up in the cracks in the runways again and suggested that perhaps we could get one or both of the spray operators out at the airport to run across there with some spray and possibly kill it. Just as a side issue, these cracks were supposed to be taken out and filled up by the County prior to the Port taking over the airport.

On the subject of fees, these are just broad general outlines of what "might" be effective for use at the Hood River Airport. We were just feeling around for figures. We set up a date for these rates to be effective as perhaps July 1, 1976. After considerable discussion it was decided that we should not charge more than The Dalles does, since we don't have near as much facility as they do. The suggestion is that there be a \$1.00 per night overnight charge for transient aircraft coming in. Secondly, that there be a \$6.00 per month tiedown fee for those persons tying their airplanes down on the paved or blacktopped area. Then next, that there be a \$3.00 per month tiedown fee for those tying down on the grass.

Next we considered the ag operators and the suggestion was that their fee be \$100.00 per month, which would give them five (5) tiedowns off the blacktop, and include their ground facilities, gas tank burials, etc., as long as they were put in according to code.

Concerning the Forest Service, we figured that would be something the Port would negotiate with the Forest Service.

On the Fixed Base Operator, it was suggested that the fee be \$400.00 per month. That would be with the Port furnishing utilities, such as heat and electricity for the ad building, and with the operator furnishing these for his hangar and mechanic area. This would also include five (5) tiedowns for the use of the Fixed Base Operator.

It was also pointed out that possibly we should have some of the people who are interested here come down and have a meeting with us to determine the reasonableness of these things. These were only suggested ideas, a place to start on figuring.

The meeting was adjourned at 9:45 p.m.

Respectfully submitted,


Jay Lawton, Secretary

The next regular meeting of the Airport Advisory Committee is April 20th, 7:30 p.m., Port Conference Room.