

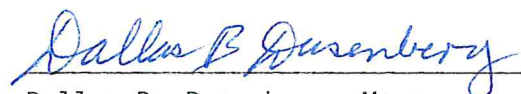
Notes - Meeting with Max Sigl, U. S. Forest Service
January 20, 1976 - 11:45 a.m.
Hood River Inn

Present: Commissioners John A. Weber and M. S. Walton, Manager Dallas Dusenbery and Max Sigl.

Max Sigl said that initially, as a rough estimate, they could use the following facilities: a 2,000 sq. ft. service building with two small offices, storage space and a training room, an area 150 ft. x 400 ft. with four helicopter pads, a 75 ft. x 300 ft. area for fixed wing planes, a physical training area of 150 ft x 300 ft., with a physical fitness course, like an obstacle course, which could be used by the helicopter crews, and parking for 20 to 25 vehicles. There is plenty of room in the southeast corner of the airport where the Forest Service is now located for these facilities. This is something that would have to be phased in over several years, as the budget for the Forest Service is being processed several years in advance; in fact they are working on the 1978 budget right now. The Forest Service contracts for both the fixed wing and the helicopters will be starting early in June; by June 10th. The Forest Service needs to know within this next couple of weeks as to whether a flowage easement is going to be charged on this fuel so that it can be handed in with their proposals, into their call for bids, to contractors to furnish fixed wing service.

On fueling this last year, the contractors have negotiated their own contracts and had fuel trucks that have been filled at the local bulk plants. Of course, the helicopters call for jet fuel and that has to be hauled from the Portland International Airport. He feels that something could be done about the fueling through a central station and that it could probably be satisfactory as far as the Forest Service and their contractors would be concerned. They are also concerned about irrigation. They need to be able to sprinkle the area down where they operate in order to control the dust and the fire hazard; so this will be one of our first concerns, to update or get the sprinkler irrigation system in operation again. There apparently was one at one time, and the County removed part of the pipe and equipment.

Max mentioned something about possible FAA regulations where Federal money is being spent on the dispensing of fuel. This is something for us to look into. Things that he felt needed immediate attention were the runway lights, that need to be repaired and put in better working shape. The irrigation system and improvement of the outruns at both the east and west ends of the runway would help materially, as they do at times have fairly heavily loaded planes land which need all the runway they can get. Max said that Lloyd Duncan from their office would be the airport coordinator for this project, so our correspondence and contacts will be with Max Sigl through Lloyd Duncan out of the Parkdale office.


Dallas B. Dusenbery, Manager