

*Hood River Airport Advisory Committee/FBO Selection
November 28, 1994
Port Conference Room
7:30 p.m.*

Present: Bob Nickelsen, Nancy Wesche, Ron Knoll, John Benton, Roy Cederstam, Jay Noyes, Greg Baker, Jim O'Banion

Subject: Hood River Airport/FBO Selection

Discussed the written proposal of **Avjet Aviation** from 7:30 p.m. to 8:10 p.m. Committee was given attached notes from today's conversation (2:05 p.m. on 11-28-94) between Lee Rice, President of Green Arrow, Inc., and Jim O'Banion, Port representative.

Met with **Flightline Design, Ltd.** owners, Dennis Kindig and Anne Yannotti, at 8:10 p.m. to review, discuss and ask questions about their FBO proposal. Flightline Design, Ltd. owners were dismissed at 9:05 p.m. and the advisory committee continued comparative discussion of the two proposals until 9:35 p.m.

Based upon their two-year history of operating on the airport with high marks from airport users, management and visitors, it was the consensus of the committee that Flightline Design, Ltd. be recommended to become the next FBO at the Hood River Airport. The FBO will be a full component operation consisting of gas service, flight service, mechanic/repair service, field maintenance etc.

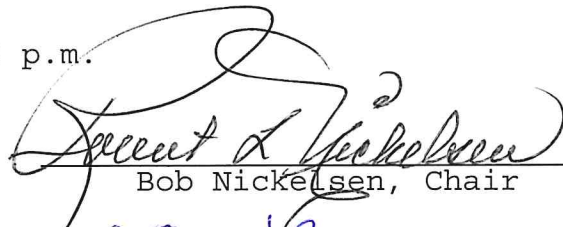
Motion: Move that this advisory committee recommend to the Port Commission that Flightline Design, Ltd. be selected as the new FBO for Hood River. Port Executive Director Greg Baker is to negotiate final details of a two-year agreement with a three-year option.

Move: Roy Cederstam

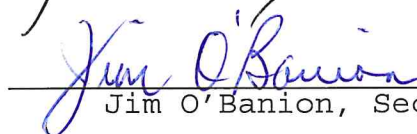
Second: Nancy Wesche

MOTION CARRIED UNANIMOUSLY

The meeting was adjourned at 9:40 p.m.



Bob Nickelsen, Chair



Jim O'Banion, Secretary

Notes from conversation between Lee Rice of Avjet Aviation and Jim O'Banion of the Port of Hood River re: FBO proposal (2:05 p.m. on 11-28-94):

- Not familiar with Hood River Airport - needed to ask questions
- Could not make meeting tonight
- Committee could make decision 11-28-94; his fault for not being here

Management Style

- Visit one day a week - The Dalles and Hood River
- He would personally run only gas sales
- Sub-lease out flight service, maintenance, etc. Same at The Dalles and Caldwell, Idaho.

- \$15,000 net at Caldwell
- \$10,000 net at The Dalles
- Break even at Hood River - two years

Own gas and diesel distributorship in Idaho. Use same flight instructors as now using in The Dalles - George Edmundson