

Minutes - Airport Advisory Committee Meeting
January 20, 1976 - 7:30 p.m.
Port/Chamber Conference Room

Present: All members were present, plus Port Commissioners John A. Weber and M. S. Walton and Manager Dallas Dusenbery.

The meeting generally turned into a discussion of happenings of previous meetings and what the Committee had recommended to the County. Under the heading of organization there was unanimous vote to retain officers as before: namely, Sterling Hanel as President, Arne Udelius as Vice President, and Jay Lawhon as Secretary.

Under review of suggested improvements from several years back, we had Arne Udelius read a 1973 letter from Sterling Hanel to the County, dated 1-1-73, on the use of aircraft, pointing out the business use of planes and the importance thereof as compared to pleasure uses. Sterling Hanel read a letter from the State Board of Aeronautics and a committee meeting on recommendations for airport work and use at that time. Recommendations from the State Board of Aeronautics were to implement a plan called "Phase 2", with the spray operations area costing about \$14,400.00 and runway extensions on both ends of the airport, with a general layout for use of that.

Under agricultural operations and Forest Service needs, John Weber read a report on meetings between him and Bob Meyer, Don Decker, Bob Wagner and the Forest Service. He said that the Wright property had been purchased and we could use that pretty much as needed now. He said they were thinking of hangars for aircraft generally being in the northeast corner of the property. Fuel for the Forest Service and ag operations are needed in their own storage tanks, since the time of their operations didn't fit in with the Fixed Base Operator's time, and it was suggested this be charged to the operators on a fee basis of say 2¢ a gallon or some such manner, with the person supplying the fuel keeping track of when he put the fuel into the tanks. Ag operators would like to have buildings two to three hundred feet apart or so if possible. They would like their own separate operations. On Forest Service needs, it seems that they needed about 2,000 ft. for buildings, plus about a 150' x 400' space for pads for helicopters, a 75' x 300' space for tie downs for fixed wing airplanes, plus 150' x 300' for a training area. They would have about 1600 hours in use for fixed wing aircraft and helicopters in tie downs and rental. John had pointed out that they couldn't spend too much money for 1600 hours of use per year and it was understood that the Forest Service would be leasing for more time than that period. Bob Meyer would like to keep the hangar and work areas for radio, avionics and mechanics work and would like to have the Fixed Base Operator's office on the northwest side of the field. Some discussion was held on this but no decisions were made. The Forest Service is calling for new contract specifications for bidders on the Forest Service work and they would like to have some decisions made so as to put into their specifications.

John said that the Port was trying to get contacts made toward planning and matching funds for development through the F.A.A. and the State. This is just a highlight of his report, he had the details written down in his notes. There was discussion as to the shortage of tie down areas on the airport as is. The number of aircraft parked on the airport has increased rapidly and when one leaves for a flight he sometimes cannot find space to retie the airplane when he comes back. Charles Deach brought up the fact that some of the tail dragging airplanes possibly didn't need a paved tie down area and that they would be willing to park in the grass areas. He wanted to know about developing a tie down area close to Bob Wagner's operation. Some discussion was held on this but no decision reached.

Under clean up proposals, possible dates and organization. After some discussion Sterling Hanel suggested that some of us go out and look over the airport, then walk out some of the areas to see where tie down areas could best be put. He suggested that 9:00 a.m. on 1-21-76 would be a good time for an overall look and Saturday morning at 9:00 a.m. on 1-24-76 we could meet out there to see what could be recommended.

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It was recommended that a clean up day be set for everybody and possibly we could get a list of owners and committee members to get everybody into the act if possible. The general idea being to scrape up the mounds and gravel piles and lengths of pipe and debris so that an airplane could drive over most of the area without danger and to maybe look like somebody lived there. No date was actually set for the clean up day, but several suggestions were made as to maybe providing for water so that grass could be grown on some of the areas and make a tie down area, etc., out of that type of thing.

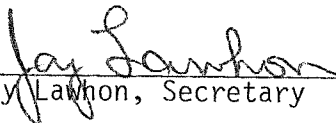
Under airport manager considerations, duties and qualifications, it was brought out that Bob Meyer would prefer not to be the airport manager and wanted us to recommend someone to act as such. Sterling Hanel thought it would be better if the situation was left as it is for the present time and entertained the motion to keep this as it is. Lay Lawhon made the motion, LeRoy Smith seconded it, and the motion was carried, to keep the airport management as is until some further development. On duties and qualifications and job description, this was postponed to a later time due to the hour.

The members of the Port Commission pointed out that they would like to have a committee member in attendance at Port Commission meetings on the third Monday evening of each month at 7:30 p.m. The committee members all agreed to try to send someone, but no particular appointment of a member was made.

The Airport Advisory Committee meetings were set up to be the third Tuesday of each month, following the meeting of the Port Commission on the third Monday, at 7:30 p.m. in the Port/Chamber Conference room. The next meeting is to be February 17th.

The meeting was adjourned at 10:15 p.m.

Respectfully submitted,


Jay Lawhon, Secretary