

AAC Minutes

3/19/26

Present: Margo Dameier, Andreas von Flotow, Doug Knight, Dave Koebel, Tad McGeer, Bud Musser, Tor Bieker, Brian Hart, John Benton, Jeff Renard, Bill Avolio, Chris Robuck, Lars (flight instructor), Darren Lacock, 5 various and sundry glider pilots.

The minutes from the last meeting were accepted, with two name changes to be made by Jeff Renard.

Project Updates Jeff Renard

T Hangars Foundation has been excavated for the new T Hangars with some of the footings poured. Construction will proceed as the weather permits.

AWOS Tree Removal the Port Commissioners accepted a bid for the removal of the trees on the west side of the AWOS. Removal will commence after the weather dries out a bit and all concerned parties have signed on to the plan.

Terminal Building Commissioner Bieker explained that the process of securing grants was proceeding, with a reworked floor plan and a reduced anticipated cost.

Pavement quotes for the Jeanette Rd parking lot Dave Koebel was confused as to what this project was. Jeff Renard and Commissioner Beiker explained that it was essentially a bid to pave a section of gravel on the north end of the north ramp to connect the existing parking lot with a gate on Jeanette Rd for emergency access.

Repairs to the Streich hangar apparently an existing chimney fell, had to be removed and the roof sealed. Repairs were made.

AWOS maintenance Bill Kelcey retired, leaving us without anyone to maintain and recertify the AWOS system. Jeff was searching for someone to recertify the AWOS. A short, inconclusive discussion evolved as to whether we needed the AWOS.

Minimum Standards the Minimum Standards document was approved by the Port Commissioners with a minimum of modification.

FBO RFP this document was also approved by the Port Commissioners. The basic concept of the document was to allow the respondents to suggest what they would bring to the airport, with a panel empowered by the Port to determine who would be the best fit for the airport. The AAC would not be involved in the selection process. Dave Koebel asked to whom the document would be sent: Jeff Renard said he did not know, as this was his first effort in this respect. Dave said that the committee in The Dalles had asked the interim manager to send the document to every FBO in Washington and Oregon when they last looked for a new FBO provider. No firm answer was provided.

Derelict aircraft Jeff said he has been ghosted by both aircraft owners in his effort to have the glider trailer and Bonanza removed from airport property. Tor

suggested that it would be possible to tag both for 10 days, then after another 10 days the aircraft could be declared abandoned and sold or taken to the dump. He suggested contacting the Sheriff's office to make this public and transparent. Jeff agreed to do this.

Chart Supplement changes Jeff said he had submitted changes to the information in the FAA Chart Supplement, but had not heard back. Dave suggested he reach out to them again in order to get any reference that they had received his input. Jeff agreed to do this.

AAC schedule change Doug Knight had inquired about changing the meeting schedule from perhaps bi-monthly to quarterly. AAC members were for the most part ambivalent. Bud wanted to know if it would be possible to have emergency meetings if circumstances required input sooner than quarterly. He also asked about the possibility of either email or Zoom meetings so more members could be involved during the summer. Tor suggested that either would be possible, but to call them "special meetings". A motion was made, seconded, and approved by voice vote to change the AAC meeting schedule to Quarterly.

FBO report Darren Lacock said flight operations and fuel sales were up for the year, but was worried that fuel prices could go up in the near future. He was trying to be proactive to keep fuel costs as low as possible, and hoped that supply would stabilize in the near future.

WAAAM John Benton said the new hangar was complete, the old hangar doors had been removed, and everything looked good for the museum.

HR Soaring Brian Hart offered that he had personally made 1200 flights last year, and the glider club was thriving. He suggested they may be the biggest player at the airport. He wondered if their total operations were included in the noted airport operations: the answer was most likely no, as operations were measured from an app that relied on ADSB-Out, which most gliders did not have. He wondered if their numbers would be of any help with airport funding. Doug Knight said most likely yes. Brian said he had the information if and when anyone wanted/needed it.

The meeting was adjourned at ????. The next meeting will be June 18 at 4pm at the Port Conference room.