

Notes
Airport Committee Meeting
January 14, 1976
Held at the Airport

Present: Port Airport Committee Chairman John Weber and M. S. Walton, Port Manager Dallas Dusenbery, and Don Decker, Ag Spray Applicator.

Don Decker was told that this Committee is meeting individually with each of these users of the airport -- the general public, the fixed base operator, the ag spray operators, and the Forest Service -- to get their views on the long range development of the airport.

Don mentioned that they normally take off from west to east, in other words downhill, since at that time, early in the morning, there is very little wind. Then they land uphill from east to west, which is the way most of the users of the airport land. Since they are early in the morning they have minimal conflict with other users of the airport; by 9:00 or so they are ordinarily through spraying.

They need their fuel supply near their operation, as they oftentimes have to fuel every trip along with their next load of spray. They feel that they really need their own fuel supply, unless we had a multi-pumped operation out of a single fuel supply, so that each one could fuel at the same time. The spray operators and the general aviators could be fueling at the same time with different pumps pumping out of the same underground supply.

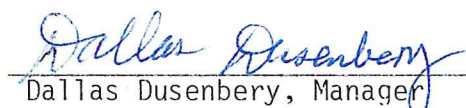
John asked Don where his preferable location would be and he said he would like to be right opposite his mobil home site, which is the southwest corner of the airport, right as you come in off Tucker Road. This would be the ideal place for him to be located. At the present time he is down on the east of the administration building. John also asked if he thought that the two ag operators could have a sort of a common area with individually fenced areas, for instance with their service or maintenance buildings back to back, with each one individually fenced, so they would be in the same area and it could be controlled and policed and the area over a period of time could be landscaped.

Don Decker operates up in Sherman County at the present time during the wheat season and of course is flying from just dirt strips throughout Sherman County for this type of operation. He feels that he would like to stay in this area, have this as a headquarters, and that he needs covered storage for three planes and a small fertilizer storage building. With this covered storage they can work on their planes during the winter. John asked Don if he would be willing to move into facilities built by the Port and he said that he would rather build his own hangers or facilities on leased land. Of course he was told that there will be standards set by the Port for any construction of this type.

They do need a dump tank, or disposal area, for excess spray. When they come back from a run they have approximately five gallons in their tank and in their spray booms which they have to dispose of and oftentimes flush the system out because they are going to change to another spray on the next run. This would be another reason for having the two ag operators side by side so that a common dump tank or area could serve them both.

The Forest Service should be in a separate area Don felt, because of the great activity that they generate, particularly when they have the helicopters and their fixed wing planes operating out of the area. They generate a lot of activity and personnel groups that interfere at times with the operation of the other users of the airport.

John assured Don Decker that it is not the Port's intention to recover every bit of our costs that need to go into this airport, but it is Port policy that we have to recover a certain percentage of these fixed operating costs in order for the airport to continue as a viable operation. The taxpayers can't be asked to subsidize the entire operation. We felt it was a pretty good meeting with a good exchange of ideas and philosophies.


Dallas Dusenbery, Manager