

Minutes - Airport Advisory Committee
PORT OF HOOD RIVER
November 16, 1976 - 7:30 p.m.
Port/Chamber Conference Room

Present: Chairman Sterling Hanel, Members Arne Udelius, LeRoy Smith, Charles Deach, Chuck Smith and Ted Ekker. From the Port were John Weber, Dallas Dusenbery, Jim O'Banion and Attorney Alan Bell. Also present were Bob Meyer and Bob Flint.

Absent: Advisory Committee Member Jay Lawhon.

Minutes of the September 21, 1976 meeting were read and approved.

OLD BUSINESS:

Signs for Airport. The completed signs were on display and were approved by all present. Bob Meyer asked question concerning site of placement of transient tie down signs because of a possible height hazard to aircraft. They will be placed in such a way that they will pose no potential hazard to standard taxiway travel.

Master Plan Update. All required and requested paper work has been submitted to FAA. According to Mark Beisse of the FAA they will award the planning grant when the two A95 Clearinghouse forms are received and reviewed. Jim O'Banion talked with Dick Pearson of the Mid-Columbia Economic Development District and was assured that incoming data was positive and that their approval will be made official at their district meeting November 23, 1976. The State Aeronautics Division are expediting an answer from the Salem Intergovernmental Clearinghouse. Final decision should be forthcoming from FAA by mid-December and Century West should be on the job by the first of the year.

NEW BUSINESS:

Site Improvements.

a. Grading. The 2-3 acre area immediately west of Bob Wagner's lease site has been leveled and sloped for good drainage and preparation for future use. Sterling Hanel gave a price estimate of \$1200 to \$1400 final costs. The graded area will be seeded with rye grass.

b. Drainage. A new six inch tile drain line has been completed across the southwest end of airport property. Water level in that area is very shallow and to control water seepage and flow that would hamper future construction it was necessary to install the drain tile. In the process of tying new line in with existing six and eight inch main drain lines, it was discovered they were plugged with roots from willows that grow in this low area. Contractor was asked to clear the lines as part of the original job.

c. Hangar Roof Repair. D. L. Lindhorst has completed the reroofing of the hangar roof. Bob Meyer reported that the last rain has shown a leakage down the center wall. Lindhorst will be contacted and asked to stop this leakage before moving his equipment out.

Fire Hydrant Drain. In an attempt to winterize, discussion was asked for sake of solving problem of damage to the barrel of the fire hydrant. Problem seems to be that drain system is not operable and does not allow water to drain from barrel and causes a freezing problem. Fire hydrant is too close to building and will be moved so to dig up now would be premature and would only have to be done again when airport study is complete. Bob Meyer suggested that perhaps one of the outlet caps could be left off and provide pressure relief. John Weber made suggestion that he has a small hand operated siphon pump and water could be removed from barrel of the hydrant in this manner. This will be done and then checked to see if water seeps back into problem area.

Tree Removal. This was discussed earlier but was deferred to this item of business. Drain tile had become clogged with root system from small scrub willows in the area west and south of the runway overrun. This drain area is necessary to keep 3-4 acre plot that has recently been graded in dry enough shape to permit future installations.


Tree Removal - Continued.

Suggestions ranged from removal of willows by cutting, spray control and possible use of basic copper spread over area immediately on top of the drain tile. Arne Udelius stated that the copper had worked for him and might be a possibility. The consensus of the Committee was that a spray operation might be the best solution. Types of sprays, sprayer and other related questions will be answered prior to early spring. Budget is adequate.

Air Easement Variances. Attorney Alan Bell led discussion. Air easement information, plus recent title reports on all parcels, have been sent to FAA. All but three parcels have been settled; the Meridene Taylor property (has three tall pine trees on it), the Grunke parcel, and the Sherrell parcel. Alan Bell elaborated on how legal activities will work, how each parcel is affected, and the schedule for proceedings. Alan asked question concerning the effect that the trees surrounding the Sherrell's house had on incoming and outgoing aircraft. From answers received it was decided not to take immediate possession of the parcel after filing in court and to wait until after settlement and then take action on lowering height of trees. The trees are not a hazard factor at this point. It was also discussed that by moving the threshold back toward the end of the runway the threshold locator plane could be raised to a maximum of 9.4 feet above the Sherrell's chimney. This would be an exception for this one parcel. One negative aspect of doing this would be the uneven approach slope over the different parcels in question. Dallas Dusenbery and John Weber explained visits and efforts on behalf of the Port to settle on the parcel, all offers were refused by the Sherrell's. By moving the threshold back toward the end of the runway it would not reduce appreciably the amount of trimming that the trees would undergo. Good comments and discussion by all present.

There being no further business the meeting was adjourned. Next meeting scheduled for the Airport Advisory Committee is January 18, 1977 at 7:30 p.m., Port/Chamber Conference Room.

Respectfully submitted,


James S. O'Banion for
Jay Lawhon, Secretary