

Minutes of Meeting December 22, 1971 Airport Committee Held at Airport

Meeting began at 8:00 p.m. with the following members present: Sterling Hanel, Ted Ekker, Jay Lawhon and Arne Udelius. Also present were Bob Meyer, Airport Manager, and Max Sigl and Dick Kelly of the Forest Service.

Bob Meyer reported the taxi strip on the east end of the field had been flooded due to a clogged drain. This drain was opened and cleaned out and all the debris was removed from the taxi strip.

Bob Meyer reported Francis Gatchel of the B&D Faving Co. had made a preliminary estimate of \$5000.00 to repair the tie down area. This was discussed by those present at the meeting. The feeling was that this work as well as some other work that needs to be done should be put out for bids to interested contractors. This could result in considerable savings in money.

Items to be presented in the 1972 budget were discussed; tie down area, removal of the power lines on the ends of the field and other orders of priority. (Refer to minutes of Dec. 8, 1971)

Max Sigl, of the Forest Service, said the Forest Service still wants to come back to the Hood River Airport. It is the most centrally located for the Mt. Hood National Forest as well as the Gifford National Forest across the Columbia. The location for the Forest Service Traylor was discussed. A possible location would be in the parking area, on the south east corner alongside the fence, next to the hanger. A location such as this would give them easy access day or night, would eliminate their driving down the dusty road to where their trailer was parked in the past. This would do a lot toward keeping the dust off the aircraft parked in the open hangers. Bob Meyer thought an area on the grass area east of the gas pump apron could be reserved for parking the Forest Service Recon. planes. After gassing the planes, they could push the aircraft to this area thus eliminating the need to taxi through the dust to their old location. (Dust is an enemy of aircraft and increases their maintenance costs.)

Future expansion of the administration building was discussed. By incorporating in these plans office space and storage facilities for the Forest Service, they might be interested in a five year or longer lease for this space thus helping to defray the costs. A room suitable for class room for a flying school should be in this plan. This room could double as a conference room for business interests and others that would fly into Hood River. Most of your progressive airports are offering this facility.

The next meeting was set for January 5, 1972 at the airport. Items and amounts to be presented in the Budget were to be discussed at this meeting.

Respectfully

 Sec. Pro. Tem