

MEDIA

on creating a new storm water fee for all property owners.
Council approved two of the revenue-producing measures on Thurs-

The water system fee would produce some of the \$11.5 million that a
(See FEES — Page 16)

Airport in FAA hands

KSU Board decides to move flight school

by Andrew Schunk

Reporter

Kent State University's position regarding the future of its airport on Route 59 in Stow is official — it has asked the Federal Aviation Administration to move flight school operations and close the airport.

The KSU Board of Trustees voted 9-0 May 25 to request the FAA's approval to move operations "to a nearby airport" and decommission the Route 59 facility.

"It's a long, difficult process," Vice

President of Administration David Creamer said.

The trustees followed previous, similar endorsements by the university president and the provost.

The FAA will take between four and six months to review the master plan before issuing an initial response to the university, according to Creamer.

"It is likely that their initial response will include a request for more information and further justification for the recommendation," he said.

Decommissioning the airport, a

(See AIRPORT — Page 14)

River Day fish watching



In reverse fashion from previous years, River Day on May 22 was dry and pleasant, fitting in between plenty of rain



RPC Photo / Andrew Schunk

Saturated ground may have made it easy for wind to uproot this tree in a yard at the home of Jeane Pugsley on Fishcreek Road in Stow May 21.

Homes flooded again

Angry residents demand action by city, county

by Lauren Krupar

Reporter

STOW — More than a dozen residents told City Council Monday night that storm water problems are making them scared to live in their homes and they want solutions.

"I want to know what's happening," said Matt Moten, of Hilary Circle. "It keeps getting worse and worse each year."

Berkshire Road resident Krista Zeigler agreed. Zeigler was one of the more than 30 residents who asked the Council to not wait to repair the city's storm

OVER 4 INCHES IN A DAY

SEE PAGE 4

SEWAGE BACKS UP

SEE PAGE 5

sewer system.

"After last year's flooding, I did not think I'd be standing here 10 months later talking about this, but here I am," Zeigler said. "I don't want to be up here 10 months from now, discussing this again. Something's got to be done."

Zeigler's house has flooded up to the

(See FLOODED — Page 12)

Delia

AccuWeather

5-Day Forecast

Today
Clouds and sun; a shower and a storm.
High 76

Tonight
A shower and a storm possible.
Low 52

Monday
Perhaps a few showers and a storm.
High 76, Low 56

Tuesday
Chance for a shower or a storm.
High 73, Low 54

Wednesday
Variable clouds; it may shower.
High 70, Low 52

Thursday
Cloudy to partly sunny.
High 68, Low 50

All forecasts and maps provided by AccuWeather, Inc. 02004
AccuWeather.com

Almanac

Temperatures
(Readings from the Akron-Canton regional airport through yesterday)
High yesterday 74
Low yesterday 53
Mean yesterday 64
Highest apparent temp 75
Record high 92 in 1878
Record low 30 in 1961
Normal high 73
Normal low 52

Precipitation
Yesterday 0.01"
Month to date 5.76"
(above/below normal +2.28)
Year to date 16.76"
(above/below normal +1.88)

Cooling Degree Days
(Index of fuel consumption indicating how far the day's mean temperature was above 65 degrees)
Yesterday 0
Season to date 79

Last season to date 19
Normal season to date 30

Sunday's Ultraviolet Index
The higher the UV index the greater the need for eye and skin protection.
9 a.m. 5
Noon 7
3 p.m. 4
13, minimal; 4-5, low; 6-7, moderate; 8-9, high; 10 or higher, very high.

Sun & Moon
Sunrise Sunday 5:56 a.m.
Sunset Sunday 8:50 p.m.
Moonrise Sunday 4:50 p.m.
Moonset Sunday 3:40 a.m.

Full June 3
Last June 9
New June 17
First June 25

Regional Forecast



Temperature Outlook for May 30 to June 5



Precipitation Outlook for May 30 to June 5



Agricultural Report

Times of clouds and sunshine Sunday with a shower and thunderstorms. Winds south at 7-14 mph. Rainfall will average 0.05 to 0.20 of an inch. Variable cloudiness Sunday night and Monday with a couple of showers and a thunderstorm possible. Winds southwest at 9-18 mph Sunday night.

Lake Erie Forecast

Winds south at 9-15 knots Sunday. Waves 1-3 feet. Visibility lowering to less than a mile in any shower or thunderstorm. Winds southwest at 10-20 knots Sunday night.

Lake Levels

Following readings through 7 a.m. Thursday (in feet above sea level)

Level	Full Pool	Change
Berlin	1031.4	1032.0 down 0.3
Milton	949.3	951.0 down 0.5
West Branch	968.5	969.0 down 0.5
Mosquito	957.2	954.0 none
Pymatuning	961.5	1010.0 down 0.4

River Stages

Readings through 7 a.m. Thursday (in feet)

Ohio River Flood stage	Thursday
Pittsburgh	25 16.6
Portsmouth	50 34.0
Cincinnati	52 36.3
Louisville	55 39.1

Regional Cities

City	Sunday	Monday
Canton, OH	72 61 79 52	72 61 79 52
Charleston, WV	64 64 72 62	64 64 72 62
Cleveland	75 62 75 56	75 62 75 56
Bowling Green	74 61 76 58	74 61 76 58
Dayton	78 64 78 56	78 64 78 56
Indianapolis	77 63 79 55	77 63 79 55
Lexington	77 63 79 55	77 63 79 55
Marion	78 63 79 55	78 63 79 55
Middletown	79 63 79 55	79 63 79 55
Newark	79 63 79 55	79 63 79 55
Pittsburgh	82 63 80 52	82 63 80 52
Sandusky	74 60 75 54	74 60 75 54
Springfield	60 56 62 54	60 56 62 54

National Cities

City	Sunday	Monday
Albany, NY	68 54 74 52	68 54 74 52
Boston	74 52 74 52	74 52 74 52
Chicago	80 73 80 73	80 73 80 73
Denver	64 40 70 44	64 40 70 44
Grand Forks	65 45 70 44	65 45 70 44
Honolulu	82 78 82 78	82 78 82 78
Houston	82 78 82 78	82 78 82 78
Kansas City	79 55 75 57	79 55 75 57
Las Vegas	92 68 96 72	92 68 96 72
Los Angeles	84 63 86 62	84 63 86 62
Louisville	83 68 79 61	83 68 79 61
Miami	90 78 90 78	90 78 90 78
New York	82 77 82 77	82 77 82 77
New Orleans	84 60 84 60	84 60 84 60
Orlando	84 72 84 72	84 72 84 72
Philadelphia	78 60 78 60	78 60 78 60
Phoenix	86 66 86 66	86 66 86 66
Portland	82 77 82 77	82 77 82 77
San Diego	70 59 70 59	70 59 70 59
Seattle	60 48 60 48	60 48 60 48
Tampa	80 78 80 78	80 78 80 78
Washington	79 66 79 66	79 66 79 66

Weather (W): s-sunny, pc-partly cloudy, c-cloudy, sh-showers, t-thunderstorms, r-rain, sh-snow flurries, sh-snow, h-haze.

Airport

proposal not generally looked upon positively by the FAA, could delay proceedings for much longer, university officials have said.

KSU officials say a conservative estimate for an FAA final decision is five years, and could be closer to a decade.

FAA officials in a Detroit office have not returned repeated calls for comment.

Portage County Airport in Shalersville has been discussed as the best new site. The university-commissioned master plan indicates a move to Portage County would cost approximately \$5.9 million.

Further studies will be done with FAA money to determine an agreeable, alternate location, if the FAA first approves the move and decommissioning.

If the FAA is not willing to decommission the Stow airport, the university could "be back to square one" with flight operations continuing on Route 59, KSU Provost Dr. Paul Gaston said.

If that happens, Creamer said, "the university will continue to work with the area communities to minimize the conflicts that arise between flight activities and the people that live near the airport."

"Unfortunately, there probably [would] be an increase in these conflicts. Widening the runway and other development at the [Stow] site [would be] likely. An increase in flight activity also should be anticipated. An eventual lengthening of the runway would remain a possibility."

"The only way to avoid these issues is for the airport to be decommissioned," Creamer said.

The Board will recommend their proposal to the FAA immediately, Creamer noted.

"We have to begin this process as soon as possible," he said to Board members.

Since the university accepted an FAA grant in 1998 (for a \$734,818 repaving project, of which the FAA paid 80 percent, or \$146,964), it may be obligated to keep the airport open until 2018 "to protect general aviation needs," Creamer noted.

"But we believe there's a compelling case here [that the grant money should follow the flight school]," Creamer said.

Both parts of KSU's proposal need to come to fruition, university officials said, as the university will not run its flight school out of one location while paying on another airport.

"We know we're taking the hard road," General Manager of KSU Transportation Services Tom Clapper has said.

In addition, if the university can sell the 287 acres that make up the Route 59 site (following FAA approval of the airport's closure), it would have approximately \$30 million to apply to the flight program at a new location, Creamer said.

Portage County Airport is the best option for the flight

school's new hub, the president's office has said, due to cost-effective operations, the least impact on surrounding residential neighborhoods and the most room to expand.

"Meeting future aviation needs at the current airport site is neither financially feasible nor compatible with community issues. The status quo alternative was determined to be neither realistic nor responsive to meeting the changing needs of general aviation," the Board's May 25 resolution states.

Some of those changing needs of general aviation include an increase in flight operations of more than 40 percent during the next 20-year window, along with larger air-

craft flying in and out of the current facility, according to the master plan.

"Our [flight school] program needs to grow," Creamer told one Board member, adding that any development around the Stow airport — whether by businesses or eateries — would bring more and larger air-

planes.

"Most everything we analyzed [at the current site] encouraged an increase in operations," Creamer explained.

Calling such potential changes at the Stow site "too disruptive" and "too expensive," Creamer also said it is impractical "looking to keep things status quo."

Since the university cannot limit general aviation activities in the interim (as the FAA mulls its decision), "there will probably be some growth in [general aviation] flight activities," Creamer noted.

"For the near term, though, little change should be noticed in the operation of the airport," he said.

The university's official recommendation came as no surprise to one city official.

"We knew what they were going to recommend to the FAA," Stow Mayor Karen Frischel said.

Bill Brundson, co-chair of Citizens Against Flight Expansion, said he was happy with the direction in which the university was moving.

"It's a win-win situation for the flight school program and the residents," he said. "It's the proposal we supported and what best fits the flight program."

Al Beckwith, owner of Commercial Aviation at Andrew Paton Field, was not as understanding of the university's official position.

"The airport is compatible with the current residential and business community," Beckwith stated in a recent release. "The vision currently being exercised by KSU and some political figures ignores the need of the citizens they represent."

Quote

There will probably be some growth in [general aviation] flight activities. For the near term, though, little change should be noticed in the operation of the airport.

David Creamer,
Vice president of administration
Kent State University

bic

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OUR VIEW

KSU and the airport

Decision to relocate facility from Stow is a sensible move

Kent State University has made a wise move in deciding to shift its flight school operations from the present university airport in Stow to another location, most likely the Portage County Airport in Shalersville.

The decision by KSU trustees must be ratified by the Federal Aviation Administration, which will review the university's master plan for the airport. That's expected to be a lengthy process, which could take even longer than usual because the recommendation involves effectively closing the Stow site. Fully decommissioning the airport, which is located on Kent Road (S.R. 59), could take between five to 10 years, according to KSU officials.

KSU's decision makes sense for a number of reasons.

The flight training program is part of KSU's educational mission. Moving the program from Stow to another site which is better able to accommodate it furthers that mission.

As President Carol Cartwright pointed out in making the recommendation to move from the Stow site, the existing airport — which has been operated by KSU since the 1940s — cannot accommodate long-term projections for growth. Lengthening the runway to meet projected needs in the next 20 years is virtually impossible without disrupting the residential and commercial areas which surround the site. Another option, relocating S.R. 59 to accommodate a runway expansion, isn't

feasible because of the cost of such a massive undertaking. Another factor which university officials have acknowledged is the resistance of airport neighbors, many of whom are adamantly opposed to any expansion of the airport (despite the fact that the facility itself predates most of the residential and commercial area surrounding it.)

Relocating the flight training program to another existing airport would allow KSU to expand the program at a facility which could accommodate such growth. The Portage County Airport, located in a predominantly rural area, offers the opportunity for expansion with less disruption of established neighborhoods. Sale of the Stow site, which covers nearly 300 acres, could net KSU a sizeable sum which could be invested in the new site.

The prospect of losing the airport has raised concerns among some in Stow, including the Stow-Munroe Falls Area Chamber of Commerce, who question how the site may be used in the future.

Sale of the airport, presumably to private ownership, would return the site to the property tax rolls, which would be a gain for the city and school district. Opening up nearly 300 acres of prime land in the center of a growing community will pose a challenge in terms of ensuring that whatever development takes the place of the airport is undertaken responsibly, with a sensitivity to the community and its future.

KSU will close its airport in Stow

Shalersville site is likely option

By Chad Murphy
Record-Courier staff writer

Kent State University's Board of Trustees Tuesday endorsed plans to close the KSU Airport in Stow, and will forward the Airport Master Plan to the Federal Aviation Administration for its review.

KSU is looking for FAA approval to close the Stow airfield and merge its operations with a nearby airport. That airport will require further FAA-required studies to identify, but the Portage County Airport in Shalersville is a likely option, according to the master plan.

Vice President of Administration David Creamer said the Portage County Airport offers more flexibility with more practical development options and fewer resident conflicts. He thought the plan would leverage two weaker airports into one stronger one.

"We believe there is a compelling case here," Creamer said.

President Carol A. Cartwright said because of projected growth at the airport, keeping it at the Stow site isn't feasible. The plan estimates a 40 percent growth in flight activity in its 20-year planning horizon, and Cartwright said that growth would require the runway be lengthened, according to FAA guidelines.

However, expanding the airport at its Stow site met with public disapproval during community meetings. Public consensus was in favor of keeping



Chad Murphy/Record-Courier

The Kent State University Board of Trustees agreed Tuesday to close the airport in Stow. The facility likely will be moved to Shalersville.

KSU

From page A1

the airport as-is, or moving it if expansion was required. Also, the KSU Airport in Stow is landlocked by neighborhoods, roads and a shopping center.

The FAA will not approve or deny KSU's Airport Master Plan, which looks 20 years ahead to estimate future aviation needs, but the FAA will decide whether to fund the project or not.

The FAA has told KSU it will take between four and six months to review the master plan, but Creamer thinks it might move slower because of the recommendation to close the Stow airport. He said it could take between five and 10 years to fully decommission the KSU Airport and transition operations to a new airfield.

The relocation decision also was made to better KSU's flight training program.

Cartwright said more spaces could be offered at a new site, allowing the program to expand, and proceeds from selling the Stow airport could be invested in the program.

Creamer said the 287-acre Stow site is valued at about \$30 million. If approved by the FAA, a transition plan would be adopted to move smoothly from one airport to the other.

"We're determined that it will not have an effect on the aeronautics program," Cartwright said.

One potential hurdle to clear in relocating the airport is a previous agreement with the FAA. In 1998, KSU accepted FAA money, and in doing so agreed to keep the Stow airport open for 20 years.

Creamer said the argument can be made that the money should follow the air operations to its new site. He said the university isn't stopping air operations in the region, only relocating them to a different site.

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See KSU, page A12

Airport head tells chamber: KSU must 'look at realities'

by Andrew Schunk
Reporter

Stow — Tom Clapper says he is reminded "every day" that Kent State University is taking the road less traveled toward the Stow airport's future.

"We will make your life miserable," they [Federal Aviation Administration officials] say," Clapper said at a May 18 Stow-Munroe Falls Chamber of Commerce luncheon at Silver Lake Country Club.

"I am reminded of that every day," he said.

From the start of a required airport master planning process more than three years ago, FAA officials have repeatedly said "they are not in the business of shutting down airports."

President of Kent State University Dr. Carol Cartwright and Provost Dr. Paul Gaston recently endorsed the decommissioning of KSU-owned Andrew W. Paton Field in Stow and moving the Route 59 flight school "to a nearby airfield."

"The existing site ... of 287 acres has reached the end of its useful life as an airport. External development has surrounded the airport prohibiting cost-effective expansion," Cartwright's April 29 recommendation states.

The benefits could make a move to Portage County Airport worthwhile, university officials contend. The Shalersville airfield, already operational, "looks like the best place for us to go," Clapper said May 18.

"We have to look at realities, now, not what should have or could have been," he said. Merged operations makes the most sense for both airports and allows the university to maintain sufficient operating revenue, he said.

Clapper, general manager of KSU transportation services, told the business-oriented

audience the university's flight school "is a business."

The educational institution is not going to choose an option that limits flight operations or caps the long-term performance of the flight school, he said.

"We're determined to do the right thing. We know we're taking the hard road ... the [airport] land is not being used to its best potential" for the university or the city, Clapper said.

KSU's Board of Trustees will likely choose one of three remaining options, including the airport remaining as is or with a widened runway and some development around the airport, at a May 25 meeting.

Whichever option the Board selects will be forwarded to the FAA for approval. The FAA's decision could take as long as 10 years, university and FAA officials have said.

FAA officials in Detroit have not returned repeated calls for comment.

Clapper said the university "will disrupt the city as little as possible" and "be the best neighbor it can be" at the Route 59 location while the FAA mulls its decision.

"We won't seek to expand at all [in the interim]," Clapper said.

Lobbying continues as AOPA presses university

A May 12 letter from the Aircraft Owner and Pilot's Association to Cartwright's office opposes the president's endorsement to close the airport while challenging her statements that decommissioning the airport "is the only viable option."

The AOPA represents the general aviation interests of more than 400,000 national and 14,000 Ohio residents, according to AOPA vice president Bill Dunn.

"Kent State's obligations are in full force [due to recent

grants received] and these obligations preclude any effort to decommission the airport until these grants expire," Dunn states. "We truly hope that you and the members of the Board of Trustees will view the airport as a unique asset to the community and the university."

The AOPA supports retention of the airport in Stow with or without a wider runway, and with or without the flight school. The group claims a wider runway would provide for increased safety, not larger aircraft.

"The university has the ability to keep the airport in its current configuration ... At the same time, the university has the ability to move its flight school — assuming that is what is desired — without

FAA approval," the AOPA letter states.

The Stow-Munroe Falls Chamber of Commerce April 22 composed a resolution of support "to keep the Kent State University Airport in Stow."

Some city officials have supported a move, while others have supported the airport's retention and growth.

With myriad entities — including two opposed citizens' groups — lobbying for a particular future, a final decision (pending long-term FAA approval) likely will be made by the university's Board of Trustees May 25 at noon in the George Urban Board of Trustees Conference Room at the campus library.

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University to decide on three options Tuesday

Three options remain on the table for Kent State University Airport, to be narrowed to one at the KSU Board of Trustees' May 25 meeting. The alternative chosen will require approval by the Federal Aviation Administration. To view details on the three options being considered, visit www.kent.edu/airport. Hard copies of the complete Airport Master Plan are available at the Stow-Munroe Falls Public Library's reference desk.



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D1

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KSU seeks to close airport in Stow

Master plan: Portage County Airport best site for relocation

By Chad Murphy
Record-Courier staff writer

Kent State University announced Thursday it will seek Federal Aviation Administration approval to close the KSU Airport in Stow and merge its operations with a nearby airport.

"We feel relocation is the choice that will best serve everyone in the long run," President Carol A. Cartwright said in a letter to residents

of Stow and Munroe Falls.

Cartwright said the option, labeled "Alternative 7" in the FAA-required Airport Master Plan, was the only viable one for the future of the KSU Airport. The proposal will go before KSU's Board of Trustees Thursday.

Although KSU has not yet chosen an airport to merge its operations with, the Portage County Airport in Shalersville is a frontrunner, according to the recommendation.

"The master plan assessment shows the Portage County Airport as the best site for merged operations and the best for the Kent State University Flight Training activities," the document states.

Tom Clapper, KSU transportation manager, said further studies are required before the FAA will give its approval to merge with any airport. The current airport will remain open as the master plan moves through the next

steps, and a transition plan will be adopted when a new site is approved.

"I think we're looking at a minimum of a 10-year process to actually effect anything," Clapper said.

A total of 18 options regarding possible expansion or relocation of the KSU airport were considered as part of the 20-year master plan. Alternatives that would have expanded the airport at its Stow site met with disapproval at community meetings, even

by those wanting the airport to stay, Clapper said.

Eventually, the choices were whittled to three: Keeping the airport as is with safety upgrades, widening the runway at the Stow site or relocating it. According to a press release, the "do nothing" approach would not allow KSU to provide facilities to meet the growing needs of its aeronautics

See Airport, page A10

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'04

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Airport

From page A1

tics program and the projected aviation demands of the region.

The plan shows KSU moving from 50 to 75 aircraft stored at the site, and increasing demand for service from 60,000 to 123,000 hours per year. Also, Clapper said community growth around the airport makes keeping it in Stow not feasible.

"I don't think we really real-

ized the extend of the development around us," he said.

The shopping plaza at the east end of the airport eliminated the possibility of an east-west crosswind runway, as had been called for in a previous master plan, Clapper said. To the north, S.R. 59 hems in the airport and housing closes off the south and west sides.

In her letter, Cartwright said projected growth in air operations would require the runway to be lengthened, according to FAA guidelines.

"That would mean either re-routing S.R. 59 or relocating

homes in the Pambi Farms development, both unrealistic," she said.

Stow Mayor Karen Fritschel emphasized that the decision is still subject to FAA approval, and not yet final. She said the city would start looking at possibilities for the 287-acre site.

"We want to be proactive and make sure that what is going — at some point — to be put there will impact positively on the city and all the surrounding neighborhoods," she said.

Loyalty

From page A1

to participate with more in every day.

Marris said the past year is honored to have Callum Highland Pipe Drum Corps.

"I've been trying to for years. They called saying they are coming will be really good music," he said.

The Ravenna High band will march. Fire truck, police cars, and sheriff's travel the route and police will be available to hands.

Another highlight will be Ravenna Young Marines: their float memorializing flag raising on Iwo Jima World War II.

"The purpose was to celebrate the Russian May Day. That's when the Russians always had a show. The VFW wanted a parade the same day and Congress created the day as Loyalty Day. When the cold war ended, the VFW kept it up to show for our country," Marris said.

Professional judges from All American Judge's Association will choose the unit winners of the various categories. Twenty-four awards will be handed out.

"A lot of these units are competing to march in parades and bowl football games. They're professional judges to qualify it's kind of competitive," he said.

Stephanie Dieringer, with the Lady's Auxiliary VFW, said the parade will start at 1 p.m. at the VFW Hall, 100 New Milford Road. Step out at 2 p.m.

The parade will march through Portage County Court-

Parties

From page A1

to reduce the chance of significant problems."

Peach said the SWAT team will be at the city's staging area to be deployed only if needed, and officers will be patrolling in various locations. The number of officers assigned to an area will vary according to the size of the gathering.

He added that authorities have not heard about any large parties planned. Last year's round of parties was relatively low-key, and he is hoping for things to go smoothly this year.

The Ohio Highway Patrol's presence sent a signal to those coming into Kent from outside the community, Peach said.

Most of the problems this time of year stem from outsiders rather than from KSU students, he said.

"We're generally not expecting it to be as large and problematic as it has been in the past," he said. "But if there is a large gathering, we'll have officers there, and maybe a whole squad."

Portage County Prosecutor Victor Viglucci said he hoped the weekend would be low-key but extra patrols will be on hand just in case.

"Hopefully it will pass without incident," he said.

Authorities have similar hopes for May 4. Peach said police are "guardedly optimistic" that there will be no problems. Because the commemoration of the slain students will take place on a Tuesday during finals

week, many students will have gone home. However, he noted, none of the people arrested at an anti-war rally last year were students.

This year, the Portage County Peace Coalition has obtained a permit for its march from the KSU campus to downtown, followed by an event at the gazebo. The Peace Coalition has pledged to stay on the sidewalk and obey all laws, and the event will not require police presence.

"We're going to have a significant presence in the community, although it may not be noticeable, which is our intent," he said. "But we will not be tolerant of any problems that take place."

He said authorities have not received the same information they did this time last year about problems that might take place.

Portage

From page A1

County elections board said Thursday.

The board had hoped to use the August special election as a trial run to train election officials and educate voters on the

issues to consider, and she's had inquiries about more issues.

But there may not be enough time to get machines purchased before the November presidential elections. And the lawsuit may not allow a county to use some electronic machines and some paper ballots.

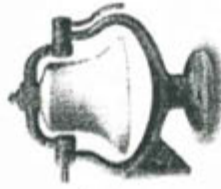
"We're waiting to see now what the lawsuit entails," Enders said. "They won't let us do

the machines.

The county board of commissioners has budgeted about \$100,000 for the purchase this year.

Carlo LoParo, press secretary for Secretary of State Ken Blackwell, said Blackwell, "has done everything in his power to comply with the Help America Vote Act."

DAILY KENT STATER



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FRIDAY, APRIL 30, 2004

Visit us online at stater.kent.edu

KSU to request decommission of airport

Leah Campanale
Daily Kent Stater

Kent State has decided to seek Federal Aviation Administration permission to decommission the university's airport, according to a recent press release from Ron Kirksey, Executive Director of University Communications.

The decision will be reviewed by the Board of Trustees during its May 6 meeting. After the board produces a university resolution, the decision

will be reviewed by the FAA.

The university's aeronautics program has been in the process of compiling its 20-year master plan report that is required and reviewed by the FAA.

A total of 18 alternatives, such as leaving the airport "as is," relocating the airport and expanding the airport's current site were analyzed by the university.

The university has recently chosen "Alternative 7" that includes closing the airport and/or permanently moving the airport, which may cause

a merger of two existing airports.

Alternative 7 was deemed as the most feasible and affordable plan, according to Kent State officials in a recent press release.

The decision was made based on the academic needs of the aeronautics program.

"We want to keep the academics of the program strong," Kirksey said. "Our decision addresses the academic needs for the university."

Several steps, including gathering input from Stow residents, the community where the current air-

port exists, were completed to reach this final decision.

Several Stow residents banded together to fight any expansions of the airport, claiming it would cause a depreciation of property values and create a rise in safety threats.

Stow residents formed the group C.A.F.E. (Communities Against Flight Expansion), which consists of residents of communities that surround the airport.

A letter from President Carol Cartwright was sent out Tuesday to area residents explaining the uni-

versity's plan. The letter states the university's decision to seek a balance of issues with a need to be a good neighbor and steward of public resources.

"Residents of Stow, Munroe Falls and Kent support the KSU decision to select Alternative No. 7," William Brunsdon, C.A.F.E. member and Stow resident, said. "The university selection is a win-win situation for both the flight program and residents that neighbor the existing airport."

E-mail: lcampana@kent.edu

**Some wait
for May 4
memorial
completion**

Charles M. Klannick

Oh Howie shines



KSU

Another study would advise on new location

Continued from Page A1

preliminarily "the best site for merged operations and the best fit for the Kent State University Flight Training activities."

However, if the FAA agrees the airport operations should move, the university will then have to do another study to find the best new site for the airport's operations, according to university spokesman Ron Kirksey.

Among the possibilities discussed in the committee's recommendations are: Akron's Fulton International Airport, a new airport in Edinburg Township and the Portage County Airport. It could take 10 years for the move to happen.

The recommendation was the seventh among many options the committee considered.

"We think it's the best option," said Stow resident Bill Brunson. "We're happy."

Group was heard

His group, called Citizens Against Flight Expansion, had been fighting the widening and upgrading of the current facilities since last year, pushing for the seventh option.

The commission also considered doing nothing or widening the runways and adding some other facilities, such as restaurants, to the Stow airport site. The committee found those two options didn't fulfill the university's needs and or meet with community acceptance, respectively.

Brunson isn't sure if his group made a difference or if it just got lucky.

According to the committee's recommendation, though, it appears the group had an effect.

"There is no political or public acceptance for any physical expansion or increase in air activity," the committee found, noting the "vocal and candid opposition."

The committee found that among other things, it needed to grow its runways to 4,420 feet (currently 4,000 feet) to accommodate an expected increase in traffic.

University letter

KSU President Carol Cartwright wrote a letter to Stow and Munroe Falls residents Tuesday that outlined the committee's recommendation.

She said in her letter that the



Akron Beacon Journal

decision came down to four reasons, which were mirrored in the more lengthy committee recommendations:

- FAA regulations will force the current airport to expand its runways if the airport's operations increase by 40 percent, which Cartwright said is a conservative estimate.

- Larger aircraft would probably be landing there with that expansion - a possibility that particularly troubled Brunson's group.

- The university can't limit the public use of the airport, which is expected to rise in the coming years.

- Bringing in new businesses, which had been discussed recently, would increase traffic beyond acceptable levels.

"We feel relocation is the choice that will best serve everyone in the long run," she wrote. "The university will make every effort to minimize physical changes in the airport, and will attempt to limit the anticipated growth in air operations."

Portage possibility

The decision means that the Portage County Airport is perhaps closer to becoming the regional draw the county's commissioners have hoped it would become for years.

"We've been working for 15 years to improve the airport," Commissioner Christopher Smeiles said of KSU's decision. "Our goal has been to create opportunity for jobs."

He said that the county will keep residents near the Portage County Airport involved through public input as a decision on the new site nears.

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Residents such as Brunson didn't want any expansion in Stow because, they said, Stow had grown too much around the airport.

The committee agreed.

"External development has surrounded the airport prohibiting cost-effective expansion," it found. "The land use by the (Stow) airport is not developed to its highest and best use. Continued airport use of the land restricts social and economic growth to the Stow and Munroe Falls communities."

Future of 287 acres

The question now turns to what happens to the airport's 287 acres, abutting a growing state Route 59 commercial district.

It is zoned for offices and business services. But Stow city officials said Thursday that if the FAA ultimately decides to move the airport, they would look at rezoning the land, which also abuts Pambi Farms - one of the city's most exclusive housing developments.

"We will right away start looking at what to do with the property," Stow Mayor Karen Fritschel said. "It may not move for a decade, but we still are going to do something about it now."

Brunson said he and his group will now try to make sure the move happens - an outcome made easier by the committee's decision.

"It's better than having to fight it," he said.

Stephen Dyer can be reached at 330-996-3523 or at sdyer@thebeaconjournal.com

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Northeast Ohio ranks eighth worst nationwide for particulate pollution

By Bob Downing
Beacon Journal staff writer

When it comes to microscopic soot or particulate pollution, Northeast Ohio has some of the dirtiest air in the country.

A national report released Thursday by the American Lung Association ranked the

Akron-Cleveland-Elyria area No. 8 nationwide for year-round particulate totals.

The major sources of particulate are coal-fired power plants, diesel and automobile exhaust, industrial smokestacks and burning wood. The pollution from these sources also

contributes to smoggy skies and acid rain.

Other Ohio areas that fared poorly in the association's report were: Cincinnati, No. 11; Steubenville-Weirton (W.Va.), 13th; Canton-Massillon, 15th; Parkersburg (W.Va.)-Marietta, 22nd, and Columbus-Marion-

Chillicothe, 24th.

Los Angeles has the worst particulate pollution, the report said. Other cities cited were Pittsburgh, Detroit, Atlanta, Chicago, Knoxville, Birmingham, Ala., New York City, Louisville and Washington, D.C.

"The threat may be invisible to the human eye, but it is

Please see **Pollute**

KSU says move best for airport

Board will consider recommendation.
FAA will have final say

By Stephen Dyer
Beacon Journal staff writer

STOW: Kent State University has taken a big step toward abandoning its airport in Stow and moving its flight school from its home of 60 years. The next question is: to where.

A committee charged by Federal Aviation Administration regulations with determining what to do with Kent State's Andrew W. Paton Airport on state Route 59 has recommended shutting down the Stow facility and moving its operations to a "nearby airport."

The university's Board of Trustees will consider the recommendation at its May 6 meeting and then pass their findings to the FAA, which makes the final call.

The committee could not yet specifically recommend moving operations to the Portage County Airport in Shalersville Township, as it has talked about doing, but it did say that the Portage County site is at least

Please see **KSU, A18**



JOE MARQUETTE/European Pressphoto Agency

Visitors welcomed at capital's latest war memorial

The World War II Memorial on Washington's National Mall opened Thursday. Its central element is the Rainbow Pool. The semicircle of pillars represents states. See story, Page A5

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KSU airport move may promote Portage

Expansion could spur increase in job opportunities, industry

Kent State University's decision to appeal to the Federal Aviation Administration to permit it to close its Stow airport and move its operations to another site is the right move given the residential growth that surrounds the airport and will hamper its expansion.

Although the airport predates most of the residences that have sprung up in recent decades around it, the homes and the airplanes do not co-exist easily and in the long run Kent State will find itself in a losing battle if it tries to remain in Stow.

Had one foreseen the future of aviation and what Kent State's airport eventually could become, land to guarantee its survival would have been purchased years ago.

Happily, the university has some excellent options if it wishes to continue to offer its aerospace program. One is to build a completely new airport somewhere in Portage County where land remains abundant. Another is to join forces with the Portage County Airport in Shalersville that opened with state support on county owned land in 1968. Provided sufficient land exists for future expansion and ever longer runways, that might prove the best option.

A third alternative could be moving to the Akron Municipal "Fulton" Airport in Akron.

For more than two decades, Portage County's commissioners, regardless of who has occupied those positions, have been rolling out the welcome mat to Kent State to move its program to Shalersville, but the complications of working it out with the FAA, which has invested so much in the Stow facility, always have dissuaded the university from seriously considering this option.

Now that the pressure from Stow residential development has become insurmountable, it's time to take a long, hard look at the existing county airport in Shalersville, which already has some of the runway requirements the university program would need.

A side benefit to Portage County would be the spin-offs that could arise in the form of job creation. Because of its proximity to an Ohio Turnpike interchange, the Portage County Airport is well located and with some upgrading by the FAA for Kent State, could become a compelling reason for business and industry to rate Portage ever higher as a good place to locate.

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shows style/Page 12

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Stow SENTRY

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KSU officials seeking to close airport

Portage County most likely site for flight school move, says president

by Andrew Schunk

Reporter

STOW — It's not yet official, but a recommendation from Kent State University President Dr. Carol Cartwright to the university's Board of Trustees asks the Federal Aviation Administration to close the airport on Route 59 and move the flight school to a nearby airport.

The president's endorsement follows, as expected, university Provost Dr. Paul Gaston's in supporting a move of flight operations.

The trustees will consider the proposal at their May 6 meeting at 9 a.m. in the campus library, before sending it to the FAA for consideration.

"Kent State University has decided to seek from the Fed-

eral Aviation Administration authorization to decommission the university's Andrew W. Paton Airport in Stow and merge flight operations with a nearby airport," a release from the university states.

A decision from the FAA could take as long as 10 years, FAA officials have said.

A move to Portage County Airport is the most widely

accepted proposal, has the most potential for runway and flight school expansion, is the most cost-efficient option and has the least impact on surrounding neighborhoods, Cartwright's recommendation to the trustees states.

A letter from Cartwright to Stow and Munroe Falls residents and officials says that until the FAA decides whether

to close the airport, "the university will make every effort to minimize physical changes in the airport, and will attempt to limit the anticipated growth in air operations."

An executive summary from Cartwright's office to the trustees states: "The existing ... site of 287 acres has

(See AIRPORT — Page 2)

Stow grad tells of his crash in Iraq

Kimpton School students hear of soldier's Apache getting shot down

by Ron Cammel

Editor

MUNROE FALLS — A 1996 Stow graduate who was

incident, though he said the most frightening part of his 11 months in Iraq was returning to daytime flying after the



Route 91 to close for week in June

by Andrew Schunk

Reporter

MUNROE FALLS — The

Airport

reached the end of its useful life as an airport. External development has surrounded the airport prohibiting cost-effective expansion.

"There is no political or public acceptance for any physical expansion or increased air activity."

University officials have indicated they would not choose an option that limited flight operations or capped the flight school's long-term performance.

Cartwright stated to residents that the university considered two major issues.

"The academic needs of our aeronautic program and the

general aviation needs of the area [were considered]," she wrote. "We sought to balance these issues with the need to be a good neighbor and a good steward of public resources."

The letter states that a "conservative estimate" has the flight school expanding its operations by 40 percent during the next 20 years. To do so would require a runway lengthening of 500 feet, an "unrealistic option" at the current site.

A widened runway, Cartwright wrote, will, in fact, lead to "increased flight activity and possibly larger aircraft using the airport." A widened

Quote

External development has surrounded the airport prohibiting cost-effective expansion.

From the office of Dr. Carol Cartwright, Kent State University president

runway could ensure a lengthened runway, she stated.

In addition, increased business and industrial development around the Stow airport site, a proposal endorsed by the Stow-Munroe Falls Cham-

ber of Commerce, "would also bring increased flight activity."

In conclusion, the letter notes that "controlling flight activities is often impractical." It was not known how much the university would increase

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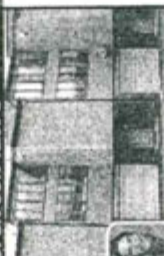
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OPEN SUN 3-4-30



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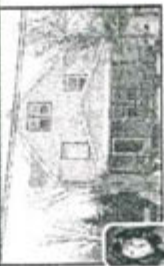
COVENTRY
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CUY FALLS
HOT 9419, 2824 Fairview Pl. Cape, 3 bd/1.0 ba. Check out this charming cape. Knotty pine 3rd bd w/setting rm., rec. rm, w/bat. Tricia Chelabak 330-981-0089 (46)

OPEN SUN 2-4



CUY FALLS
HOT 2597, 835 Myrtle Ave. Col., 3 bd/1.0 ba. Charming! In attic makes great bonus rm. Newer siding, plumbing, AC, furn., roof. Fenced bldg w/old vehicle.
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HOT 6590, 86 Washington Col., 3 bd/1.1 ba. Well cared for, newer kit & bath, furn. rm. w/alcove to deck, newer roof & windows.
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and final meeting of an ad Stormwater Management Committee.

A stormwater utility is a management system for the collection, maintenance and operation of a stormwater collection and disposal system," W said.

After an intense storm, many cities have areas that flood, streams that become raging torrents, basements that fill with water, streets and roads that flood or wash out.

See FEES — Page 14)



RPC Photo / Ron Cannel

Joanne Barna of Central Locating marks off utility lines, as the Stow Street Department begins digging to install a stormwater pipe on East Arndale Road. The pipe will replace the ditch in the foreground, which Streets Superintendent Jim Megenhardt said is dangerously deep in places. Stow may charge monthly fees to compensate such projects.

Commission rejects Applebee's proposal

Restaurant will need Council supermajority

by Thom Callahan
Reporter

Stow — Applebee's Restaurant had hoped to get approval in the Stow Planning Commission Tuesday night to build a second location, but three of the four commission members sent voted to deny the request. Commission Chair Paul Burke voted to approve it.

(See APPLEBEE'S — Page 18)

by Thom Callahan
Reporter

Stow — With Kent State University's recommendation to its board of trustees that its existing airport be relocated from Stow to Portage County, should the university get the FAA approval it needs for the move, the Stow planning department addressed some possible zoning changes at Tuesday night's planning commission meeting.

If the airport were to move,

Trenner suggested the property north of Kent Road, currently a 48-acre clear zone, could have 34 acres zoned R-3 Residential, as are adjacent properties, to further promote residential development. The remaining 14 acres fronting Kent Road could be set aside for office and business park uses.

The area directly south of Kent Road, about 220 acres, is currently zoned I-1 Light Industrial and borders Stow to the east and Munroe Falls to

the west, and permits such entities as machine shops and distribution centers, Trenner said.

The top portion of that acreage, fronting Kent Road to the south, could have 120 acres zoned for office/flex office/business park space, where the primary use would be for office space with storage or other customized uses in back of an office building,

(See AIRPORT — Page 14)

Airport zoning considered further

who were with Beach in the vehicle he was riding in but not arrested, Dirker said.

"The interior handles of the cruiser were disabled, so you can't exit from the inside," Dirker said. "Unfortunately, the back windows were not disabled."

Without handcuffs, Beach likely may have crawled through a back window, then jumped into the driver's seat and took the cruiser, Dirker said.

Kent Police were notified of the stolen cruiser, and shortly after it was stolen, it was found undamaged on Francis Street by a Kent resident, Dirker said.

At 2:35 a.m. Wednesday morning, Kent Police received a call from Ravenna Police, who had found Beach in a Main Street apartment there hiding on the floor, after a renter let officers into the building, according to a Ravenna Police official.

(See CRUISER — Page 19)



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Airport

From Page 1

Trenner said.

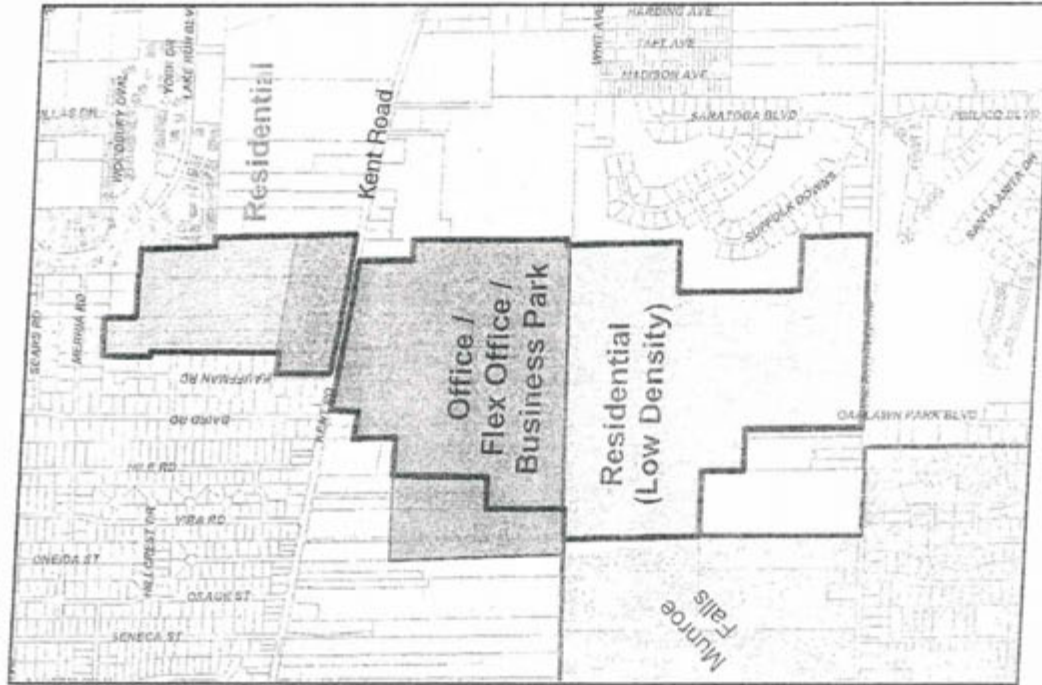
A business park, he added, would allow for entities that would support existing office/flex businesses, such as day care centers, coffee shops and copy centers. The remaining 121 acres that abuts North River Road could serve as a low-density residential area and incorporate a footprint much like Pambi Farms to be consistent with surrounding residential development, Trenner said. Much could affect these airport property proposals, such as "market conditions could change" in the meantime, Trenner said.

A mini-comprehensive plan might be needed as well to keep the best interest of the city and those around the airport property, Trenner said.

Trenner added that Tom Clapper, general manager of KSU's transportation services, told him that in a "best-case scenario," the Federal Aviation Administration could take as much as six or seven years, possibly longer, if things were to go smoothly.

E-mail: tcallahan@recordpub.net

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Map courtesy of Stow Planning Department
This map shows proposed zoning for the airport. Currently the entire clear zone north of Route 59 is zoned residential and the rest is all light industrial.

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From P.

and numerous other types of property damage," he said.

According to Drew, the majority of communities assessing stormwater damage with a utility use an "Equivalent Residential Unit" as a basis for determining a charge to each building and related impervious area in the community.

Hudson employs such a utility charge, but the charge will be repealed in January 2005 in the face of an increase last year in the city's income tax, according to previous reports. Cuyahoga Falls has studied such a utility charge but has not implemented one, Drew said.

An ERU is determined, he said, "based upon ... parcel size and impervious area for a typical single-family residence" in the community. ERUs are measured in square footage and are an average unit for the entire community.

As such, each single-family home in the city likely would be charged the same; it is the residential average that is used to determine the charges to all other non-residential facilities in the community.

A home with much more impervious area than its neighbors could be charged slightly more per month, engineering officials noted.

"This approach ensures that the specific characteristic of

each parcel are reflected in stormwater charge," E explained.

"It avoids relations which cause one customer to subsidize another."

As an example from the engineering department, a 10-h ERU average was established at 3,000 square feet of impervious area, or \$3 per month home. (Drew indicated that establish a community-ERU, he would use at 1,000 homes.)

If a business was found to 12,000 square feet, the would be worth 4 ERUs, charged accordingly at \$12 month.

By Drew's calculations, more than 11,000 reside single-family, duplex triplex parcels would provide the city with approximately \$33,549 per month.

Thirty multi-family homes would bring in \$7,500 month.

The commercial and industrial districts would bring \$21,000 per month, while eight school district buildings in Stow would make the \$1,400 in monthly revenue.

Nine churches would bring in approximately \$900 month and 14 government buildings would provide \$1,400 per month, if the utility charge comes to fruition.



Airport is topic for chamber

The status of the Kent State University Airport in Stow will be the topic of a speech at the monthly luncheon of the Stow-Munroe Falls Chamber of Commerce on Tuesday.

The speaker will Tom Clapper, manager of KSU's transportation services, which oversees the airport on Route 59. KSU may move its flight school from the airport, leaving the facility's future uncertain. Clapper may take questions from the audience.

The luncheon starts 11:30 a.m. Tuesday at Silver Lake Country Club. Call the chamber at 330-688-1579 for reservations. Cost is \$12 for members and \$15 for non-members.



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KSU says move best for airport

Board will consider
recommendation.
FAA will have final say

By Stephen Dyer
Beacon Journal staff writer

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Please see **KSU, A18**

>KNIGHT RIDDER>

Another study would advise on new location

Continued from Page A1

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Portage possibility

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The committee agreed.

"External development has surrounded the airport prohibiting cost-effective expansion," it found. "The land use by the (Stow) airport is not developed to its highest and best use. Continued airport use of the land restricts social and economic growth to the Stow and Munroe Falls communities."

Future of 287 acres

The question now turns to what happens to the airport's 287 acres, abutting a growing state Route 59 commercial district.

It is zoned for offices and business services. But Stow city officials said Thursday that if the FAA ultimately decides to move the airport, they would look at rezoning the land, which also abuts Pambi Farms - one of the city's most exclusive housing developments.

"We will right away start looking at what to do with the property," Stow Mayor Karen Fritschel said. "It may not move for a decade, but we still are going to do something about it now."

Brunsdon said he and his group will now try to make sure the move happens - an outcome made easier by the committee's decision.

"It's better than having to fight it," he said.

Stephen Dyer can be reached at 330-996-3523 or at sdyer@thebeaconjournal.com



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Correction

An article which appeared on Page 1 of the April 18 *Stow Sentry* under the headline "KSU's provost favors closing airport in Stow" should have stated the Stow-Munroe Falls Chamber of Commerce supports keeping the airport open in Stow, as well as economic expansion around the airport, but not necessarily a wider runway.

The staff regrets the oversight.

A Record Publishing Company Newspaper

Letters

Worried about flight expansion option

In response to recent articles appearing in the *Stow Sentry*, Communities Against Flight Expansion wants to refocus attention to issues still facing residents of the cities of Stow, Munroe Falls and Kent.

Among KSU's proposals still on the table is one that will widen existing runways, build hangars and a restaurant. Aside from facility modification issues, KSU could increase the size of its flight training program, growing from 105 students to 170. Moving toward the future, the university is considering expanding student training from Class A to Class BII jet aircraft.

Residents can all support the

airport remaining "as is." However, I don't think this is realistic given that KSU must increase revenue since it is a "business." So the question is: Should our surrounding communities embrace these changes without realizing any economic benefit to our communities?

We knew there was an airport when we purchased or built our homes. Residents did build their homes content to live near the airport. Other surrounding residents have co-existed harmoniously with the airport for years. But the key is — in its current state.

So the issue becomes not "as is" but "what will be?" Do resi-

dents feel the community of Stow is the appropriate venue to provide a facility that will accommodate aircraft going from 49 feet to 79 feet wingspan? Do we want to live with increased air traffic and larger planes emitting more noise over our homes from both the KSU program and out-of-town flyers?

CAFE's position has always been "Not one more plane. Not one more foot of runway."

Bill Brunson
Co-Chairman
Communities Against
Flight Expansion
Stow

Letters

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Bill Brunson
Co-Chairman
Communities Against
Flight Expansion
Stow

Says airport should remain in Stow

As a resident of Stow for more than 50 years, I believe the Kent State Airport should remain in Stow indefinitely.

I continue to monitor what's going on in my hometown. Since returning to the area, I look forward to the annual Aviation Day and Taste of Stow festival at the airport.

I also have glad memories of viewing the Fourth of July fireworks after walking up from our home on Graham Road. The fireworks at Stow-Kent Center never got off the ground! Are there any "old timers" out there who would like to experience again that uplifting community feeling,

following the parade?

This historical part of Stow — the airport has been there since 1917 — should remain.

Aviation properly managed should always be the primary concern, as some of us affirmed publicly during the summer of 1989. The runway should now be widened from 60 to 75 feet for safety reasons, but the runway length doesn't have to change. I appreciated the April 15 article in the *Record-Courier*, "KSU closes in on plan for airport," that put the issue in perspective.

The airport will remain in Stow for at least five to 10 years, even if Kent State and

the FAA approve the airport's closure. It may not close even if the flight school moves (*Stow Sentry*, March 28)

The suggestion that the university and communities study limited economic development for business/research complexes has merit, in terms of tax-base benefit to Stow. In contrast, opponents should seriously ponder what alternative could replace the airport. Increased congestion and greater traffic on Kent and North River Roads?

I can think of several alternatives that would be far worse.

Bob Parrish
Kent



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Bigger is not better

Communities Against Flight Expansion wants to clarify issues surrounding the Kent State University Airport Master Plan. In his April 8 letter headlined "Peaceful coexistence," Tom Lowery stated that he is in support of not lengthening the runway. But he did not address other issues facing residents of Stow, Munroe Falls and Kent.

Among KSU's remaining proposals is one to widen existing runways, potentially build a restaurant and other facilities, and expand student training to Class BII jet aircraft. Aside from these changes, its study projects to increase the size of the program from 105 students to more than 170 annually, with the possibility of opening enrollment to all students.

We can all support the airport remaining as is. But this is not a fact of life, nor is it among the choices.

KSU must increase enrollment, enhance aircraft equipment and remain abreast of training students on equipment to enhance employment opportunities. The real issue is whether the facility in Stow should be the site to embrace this change.

It is often stated that we knew there was an airport when we purchased or built our homes. But omitted is the current issue permitting larger aircraft and increased traffic at the airport. When the Stow Planning Commission consulted with university officials prior to approving Pambi Farms, no information was provided indicating facility changes or growth. Residents built their homes content to live near the airport. Other surrounding residents have coexisted harmoniously with the airport for years - but (and this is the key) in its current state.

So the issue becomes not "as is," but what will be. Do residents feel Stow is the appropriate venue to provide a facility that will accommodate aircraft going from 49-feet to 79-feet wing-spans? To surrender homes to permit runway widening? To live with increased traffic and larger planes emitting more noise in our skies? And to provide all this without realizing any economic benefit to our communities?

CAFE is only supporting a proposal that KSU officials themselves have presented. CAFE's position has always been: "Not one more plane. Not one more foot of runway."

Bill Brunson

Co-chairman, CAFE

Stow



Schools

SMFHS prepares for spring musical/**Page 27**



Benefit

Relay for Life hosts Bids & Bites/**Page 5**

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Stow SENTRY

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Sunday, April 18, 2004

50 cents

KSU's provost favors closing airport in Stow

Trustees taking in recommendations; chamber pushes keeping facility open

by **Andrew Schunk**
Reporter

STOW — Kent State University Provost Dr. Paul Gaston recommended at an April 12 Faculty Senate meeting that the university move its flight school from Stow to Portage County and seek permission from the Federal Aviation Administration to close the airport on Route 59.

The airport planning process requires that the provost weigh in on the matter from an aca-

demic perspective, Gaston said. "I lent my voice to this conversation from an academic perspective only," he said.

The university's Board of Trustees will make an official recommendation to the FAA, which could be different from other recommendations. The Board next meets May 6.

Gaston's endorsement was made for economic reasons, as the flight school "has never

(See AIRPORT — Page 14)

Mayors review first 100 days



Fritschel seeks help on economic development

by **Thom Callahan**
Reporter

STOW — Since she took office more than three months ago, Mayor Karen Fritschel said she has ridden in a city snowplow, participated in ice rescue training at Silver Springs Park with the fire department and observed a police K-9 going through his paces at a school demonstration — because "I like to see what's going on."

Stow's 100-plus days mayor is no stranger to politics, having served on Stow City Council for 12 years.

This time around, however,

Airport

enjoyed sustained financial support" at its current site, he said. "The move would enable us to endow the program," Gaston said.

On Thursday, the SMF Chamber of Commerce composed a resolution of support "to keep the Kent State University Airport in Stow."

The provost's recommendation would move the flight school to Portage County, while two other options being considered would keep the flight school where it is, either as is or with a widened runway and perhaps

some more modern facilities.

The chamber's resolution endorses the latter, as it states the chamber "supports the retention of the airport in Stow as well as future development surrounding the site."

Gaston's recommendation would hinge on FAA approval to close the Route 59 facility, he explained.

He noted three caveats to the recommendation.

"FAA approval is by no means assured," Gaston said. "Optimistically, it could take a decade."

Secondly, he said, the university needs to develop a detailed transition plan for any such move so "the aeronautics program won't suffer."

Finally, Gaston said student and pilot safety should maintain highest priority, during a transition move or at a new airport.

If the FAA denies the request, Gaston's recommendation states the flight school should continue its operations at the Route 59 airport, and a move of the flight school should not occur.

"We'd probably go back to the drawing board if the FAA denies permission, and make the best use of the current facility," the provost said.

The university's Board of Trustees may or may not use Gaston's recommendations.

President Cartwright and Vice President Creamer likely will follow in the coming weeks with their own endorsements to the Board, as required by the planning process.

When an alternative is chosen by the Board, it will be forwarded to the FAA, which will decide whether to fund the alternative. The FAA will examine how the Board's preferred option will affect the current facility before making its funding decision.

The FAA's decision to fund a move to Portage County or renovations at the current location, as well as its diagnosis of the current airfield should the flight school move, could take years, FAA officials have said.

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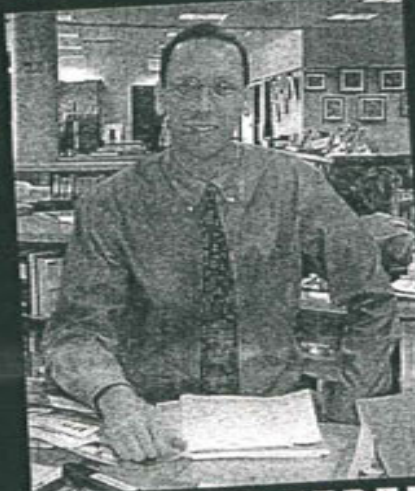
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KSU closes in on plan for airport Board will get proposal in May

By Chad Murphy
Record-Courier staff writer

Kent State University officials will announce before the end of the month which set of plans regarding the KSU Airport in Stow will be presented to the Board of Trustees in May.

The choice is between keeping the airport as it is, with safety upgrades and the potential of widening the runway, or moving operations to Portage County, possibly to the Portage County Airport in Shalersville. Vice President of Administration David Creamer said at this stage in the plan, the university can't suggest a specific site for the airport. The Federal Aviation Administration requires additional planning for that.

See KSU, page A11

KSU

From page A1

"There are a lot of characteristics favorable to the Portage County Airport," he said.

Despite a report in Tuesday's Daily Kent Stater, the university has not closed the airport.

Should the decision be to relocate to Portage County, operations at the Stow airfield would continue, at least for a while. Creamer said moving the airport from Stow would signal that site's eventual closure, but that is at least five to 10 years away, if not more.

"It's been misunderstood that this would be an immediate decision," Creamer said. "We would eventually have to have the approval of the FAA to do that."

KSU accepted money from the FAA in 1998, and in doing so, agreed to keep the Stow airport open until 2018. However, KSU could seek permission

from the FAA to close the airport before then. President Carol Cartwright said Provost Paul Gaston recommended this option in an academic assessment of the airport.

But, FAA approval of closing the airport is not a sure thing, Cartwright said.

Albert C. Beckwith, president of Commercial Aviation Corp., which operates out of the KSU Airport, said the issue of closing the Stow airport has not been as he's understood it from the FAA.

"The decision to move the flight department off this airport has nothing to do with the future of this airport," he said.

Beckwith, a member of the committee updating the KSU Airport master plan, said the Stow airport has a place in the local economy and provides a service to the surrounding communities. Moving it to Portage County would be bad for the area and bad for business, he said.

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Phone: (330) 673-3491

Airport is bad for area's 'pocketbook'

A decision that I think will negatively impact my friends', neighbors' and fellow property owners' property values, quality of life and safety will be made shortly. Kent State University is finalizing a master plan for the KSU Airport and flight school in Stow. Soon a decision will be made by Kent's Board of Trustees.

Expansion would severely impact housing developments within a 4-mile radius of the airport. If you built or purchased your home in Pambi Farms, Surrey Hill, Stow Woods, Hunters Crossing, Hunters Chase, Kings Mill, Eastwick Farms, Partridge Highlands, Quail Hollow, L'Ermitage, Bentwood, Sher-

wood Acres, The Woodlands, or live east of Darrow Road and south of Norton, you will see a dramatic decrease in your home's value, I believe, because of the dramatic increase in noise. The flight pattern is directly over these developments. The noise frequency (16 hours a day, possibly seven days a week) as well as the level will increase dramatically. At 120,000 operations a year, a plane would fly by every three minutes 24 hours a day.

Don't be fooled: The airport and flight school have been bad for your pocketbook, safety and community, I believe. A group of nonresidents is telling us what is good for us. I think

the only thing they want is for people of Stow and Munroe Falls to fork over tax dollars so out-of-towners will have a place to land planes.

If you live in the above areas or have a child in Stow-Munroe Falls Schools, you are in the crosshairs. The rest of my fellow citizens will be affected by the spillover from decreased property values, lack of economic development and decrease in tax money. Who will want to move to a city with under-funded schools; deteriorating industrial-commercial facilities; expensive, but poor or lacking city services and high taxes?

Sergio Sponza
Stow

Airport supporter shows 'myths, facts'

I would like to take the opportunity to thank everyone for the outpouring of support we have received since forming Friends of the Airport in Stow. Through the Speak Out section of our Web site, residents from Stow, Munroe Falls, Kent, Hudson, Cuyahoga Falls, Akron and other surrounding communities have let their voices be heard that they support keeping the Kent State University Airport open.

Some disgruntled citizens living next to the airport are using the current planning cycle as a tool to close the airport. Unfortunately, some have resorted to twisting facts, I

believe.

Below are what I see as some of the myths and facts surrounding the airport:

Myth: The airport will host 120,000 operations a year by the end of 20 years.

Fact: This number applied only if KSU adopted open enrollment. KSU has announced that it will not be adopting open enrollment.

Myth: KSU will add large twin-engine jet aircraft to their program.

Fact: This does not appear in the Master Plan. The plan addresses the airport, not the flight training program.

Myth: Closing the airport in

Stow and moving the flight training program to the Portage County Airport is the only viable option.

Fact: What happens to the land if the airport closes? Its 300 acres could be developed into 1,200 housing units, some strip malls, or factories. Either way, that translates to thousands more automobiles on Kent and North River Roads.

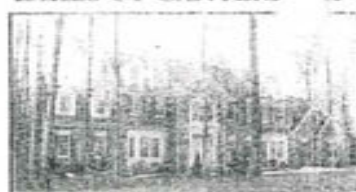
The KSU Board of Trustees will decide soon what to do with the airport.

Tom Lowery
Co-Chairman
Friends of the Airport in
Stow

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The Stow Sentry welcomes letters to the editor.

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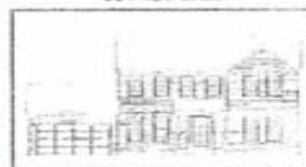


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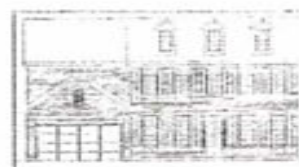


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Airport opponents seek support

Take case to Munroe Falls City Council

by Lauren Krupar

Correspondent

MUNROE FALLS — Communities Against Flight Expansion, a citizen action group opposed to expansion of the Kent State University Airport, presented Mayor Frank Larson with a petition to respond to the university's 20-year master plan which could be approved soon.

CAFE member Sergio Sponza of Stow told Council an expansion of the airport or its flight school would negatively affect surrounding communities.

"There will be a devaluation of the tax base," Sponza said. "This issue is going to affect us all."

Sponza said there were 300 signatures on the petition,

which asks Council to pass a resolution against expansion of the airport and support a relocation of Kent's flight school to Portage County.

Sponza said he believes two of the master plan's options could allow for more flights and larger planes at the airport.

He and other members of the group said it is possible an expansion could take place even

(See COUNCIL — Page 6)

Showcase attracts estimated 10,000

by Thom Callahan

Reporter

STOW — Since the Stow-Munroe Falls Community Showcase began in 1989, the response from community members and exhibitors has continued to grow, as was the case at the ninth annual showcase, April 3 and 4, where the numbers were even more impressive than usual.

"Saturday was probably the largest crowd we've ever had," said Cindy Lewis, director of the Stow-Munroe Falls Chamber of Commerce.

"We figured we had 10,000 people or more," Lewis added. "It grows every year."

There were 195 exhibitors, eight more exhibitors than were represented at the 2002 showcase, at which time the chamber thought, "we couldn't do more than that," Lewis said.

The Stow-Munroe Falls

(See SHOWCASE — Page 36)



RPC Photo / Judy Koczwan

The Stow-Munroe Falls High School Show Choir was a lively part of the entertainment at last weekend's showcase.

See Pages 36-37 for more photos.



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Council

if area residents disapproved.

"Our hands are tied," said Bill Brunson, Stow resident and a founding member of CAFE "I find this appalling."

Not all residents shared his views.

Kathi McCormick, a Munroe Falls resident who lives 4 miles from the airport, said she did not want the airport to relocate, which is another possibility in the proposed master plan.

"Just keep in mind that the views of CAFE do not reflect the views of all of your residents," McCormick said.

Sponza and other CAFE

members said they favor a proposal in the master plan, where the university would move the flight training school to the Portage County Regional Airport.

There are two other proposals for consideration.

The first is for minor renovations at the airport. The second proposal includes widening the runway and building retaining walls and additional hangers.

The university's board of trustees will decide later this month which of the proposals to send to the Federal Aviation Administration for approval.

Council President Jeannine Case referred the group's request to a committee.

Other news: Wards in Munroe Falls?

Council discussed dividing the city into wards, an idea brought up by Council member David Bertsch a few weeks ago.

Law Director Jack Morrison explained that such a division would involve "sitting down and mapping out the wards."

"I don't think there is a right or wrong answer," Morrison said.

Case said she would assign the issue to a Council committee.

Police contract coming up

A proposed ordinance authorizing the mayor to enter into an employees contract with the Munroe Falls Police Department was read.

Larson said the ordinance will be read and voted on at the next meeting. He also said talks with the service department employees are progressing.

Council also appointed resident Dennis Crossen to the city's planning commission.

Overtime

finance department. brought their pay to more \$69,000 per year per officer. Twenty-two officers sergeants or lieutenants as a higher salary than the police chief in 2003.

The highest overtime paid to an officer, who is \$23,232. That brought his pay to \$76,697.85, the highest in the department.

"A lot of the officers get of working extra and so I will take anything off Dirker said.

Overall cost for the 59 members of the department — classified police officers police chief and 23 secret crossing guards, youth workers, an animal control cer and a safety record information supervisor included — was approximately \$2.542 million for 2003.

Approximately \$376,11 overtime was listed by finance department as paid 2003 to 45 members of department. The department was reimbursed late last with a \$40,000 state grant was applied to overall overtime costs, Dirker said, bringing total overtime paid in 2003 \$336,138.

An average of \$7,47 overtime was paid to the department members.

Dirker maintains a salary of \$55,886 and does make overtime, and 13 time crossing guards do show any overtime for last.

Supervisors — those with rank of sergeant or higher the department — sign the overtime, Dirker notes. "There is no abuse," he



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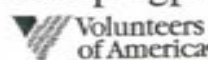
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KSU decision to close airport in limbo

Leah Campanalie
Daily Kent Stater

The university has made no final decision on whether to recommend closing the Kent State Airport, contrary to what the Stater reported yesterday, university spokesman Ron Kirksey said in a written statement.

The university's choice among several alternatives will not be made until the end of the month. It then will be under ultimate review by the Board of Trustees and the Federal Aviation Administration.

Several steps have to be followed

to determine the future plans concerning the airport.

The first step is a recommendation from the Provost Paul Gaston from an academic point of view. This recently was made to Administration Vice President David Creamer.

At Monday's Faculty Senate meeting, President Carol Cartwright announced Gaston's recommendation, which asked that the university seek permission from the Federal Aviation Administration to close the current airport and relocate it in Portage County based on the growth of the university's Aeronautics program. Gaston

also noted that any closing and transition to another suitable site would take several years to accomplish.

"This is a lengthy process," Creamer said. "If the airport closes, it won't be in the next one to two years. It will be in the next five to 10 years or more."

Currently, Creamer is working on the next step in the process, which consists of a recommendation to be reviewed by Cartwright.

After this plan is reviewed, the Board of Trustees will review the recommendation and make a decision concerning the airport.

The next Board of Trustees meet-

ing will be May 6.

Once the Board of Trustees makes its decision concerning the airport, the FAA will have the final word.

If the trustees decide the university should relocate the airport, the FAA will have to examine the new airport site and evaluate the impact this decision will have on the Aeronautics program.

"The airport cannot close without FAA approval," Isaac Nettey, senior academic program director of Aeronautics, said. "The plan for the airport hinges on FAA approval."

There were three alternative plans

that were under review by the university. One plan included keeping the airport as is. Another plan included expanding the runway by 15 feet in width. The third plan required the airport be moved within Portage County.

Gaston recommended the third plan to Creamer who will make the recommendation to Cartwright.

The provost had recommended to seek FAA permission to move the airport because the university feels that growth isn't compatible at the current airport," Nettey said.

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A director's vision



Bush: We will finish the job

Terence Hunt
Associated Press

WASHINGTON — Conceding a couple of "tough weeks in Iraq," President Bush signaled last night he is ready to increase American troop strength in the country, adding he intends to usher in a new era of democracy and "finish the work of the fallen."

At a combination speech and news conference at the White House, Bush rejected a suggestion that Iraq was becoming another Vietnam — a quagmire without ready exit. "I think that analogy is



BUSH