

DAILY KENT STATER

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University to close Kent State airport

Lindsay Wargo
Daily Kent Stater

The university is closing its airport, President Carol Cartwright announced at yesterday's Faculty Senate meeting.

The university has received funding from the Federal Aviation Administration to look at plans for a new airport, and Cartwright said access to a nearby airport is essential for the university's flight training program. However, major expansion to the current airport is impossible because of the growth of the cities surrounding it.

The Board of Trustees must now endorse a preferred plan, Cartwright said.

Provost Paul Gaston, who is in charge of the academic aspects of the flight training program, recommended that the airport be closed "with regards to the long-term prosperity of the program."

Some faculty senators were worried the closing would negatively impact academics, but the group neither voted to support or oppose the plan.

Budget cuts

Cartwright also prepared senators

for the release of the report from the Governor's Commission on Higher Education and the Economy at the end of this month.

She said Ohio higher education will incur new budget cuts next year. For the Kent campus, state appropriations will be \$1.6 million less than what was appropriated at the beginning of this year, Cartwright said. She pointed out that this will be the fifth straight year the university's state appropriation has been cut.

Cartwright also mentioned another recommendation by the commis-

sion that would give the Ohio Board of Regents the authority to close any graduate programs it thinks are unnecessarily duplicative.

Another recommendation by the commission would require moving 15 percent of the university's funds from doctoral programs to "areas of research that complement Third Frontier Project priorities and that have the greatest potential to support economic development and job creation," Cartwright said in a letter to Kent State faculty members, which she read at the meeting.

Other news

Faculty Senate elected officers for next year:

- Chair: Tom Dowd, Psychology
- Vice Chair: David Dalton, Education Foundations and Special Services
- Secretary: Mary Stansbury, Library and Information Science
- At-large: Barb Hipsman, Journalism and Mass Communication

In addition, Faculty Senate voted to endorse the university's proposed strategic plan.

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Muslims: Islam misunderstood

Isabel Myers
Daily Kent Stater

Gray clouds hovered in the sky, shedding a few droplets onto the faces of those who trickled into the Islamic Community Center in Cuyahoga Falls for Friday afternoon prayer.

Children of all colors scampered into the forum, and warm

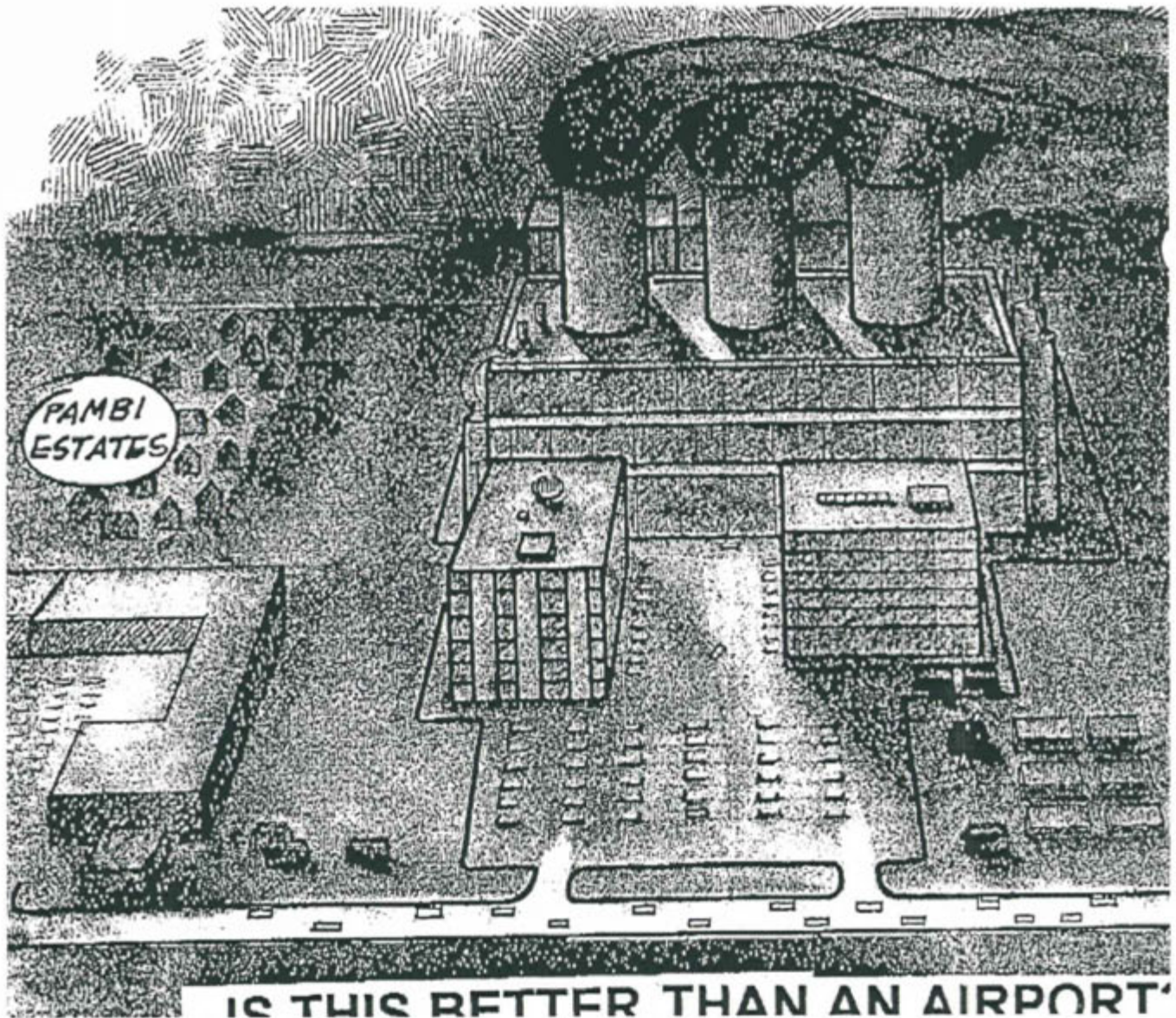


Kent area adjusting to new gun laws

Eager residents apply for concealed carry permits

P.01

27



Airport supporters organize, tell of site's benefits

by Andrew Schunk

Reporter

STOW — Dialogue on the future of Kent State University Airport continues to polarize the community, as a 150-member group that supports the airport and its functions has organized.

More than 50 members of Friends of the Airport in Stow gathered in an upstairs conference room at Stow-Munroe Falls Public Library March 23 to hear and espouse the benefits of Kent State University Airport, in the hope that it remains on Route 59.

Kent State Airport should remain in the city, Friends of the Airport say, as it could be a viable economic development tool with the right additions, a safer option for the university's student pilots than a Portage County location being considered and an historical landmark to preserve.

"This entire presentation is designed to tell people, non-pilots especially, what an airport can be to a community," said Al Beckwith, Friends of the Airport in Stow co-chair.

Options for the university's flight school (responsible for a majority of operations at the airport) have been narrowed to three by the university: leave the flight school and airport status quo; make some renovations to airport facilities and widen the runway; or move the flight school to Portage County and let the Federal Aviation Administration decide what to do with the Route 59 facility.

The mission of the airport proponents, according to local pilot and Friends co-chair Tom Lowery, is "to preserve the safe operations of the airport

and keep it open as a public use facility" even if the flight school moves, "encourage the university to make safety enhancements," such as grading the runway at either end, and "to promote economic development" on the approximately 290 acres around the airfield.

Runway length doesn't need to change, Friends meeting organizers said. The pro-airport members said they would seek a wider, 75-foot runway (from 60 feet) for safety reasons, and would press the university for that change, along with perhaps a new weather system.

"The runway's length [of 3,950 feet] will be satisfactory 10 years from now, 20 years from now, 30 years from now," an area pilot said. "There will never be large commercial airliners coming in here; it's just not that kind of an airport."

Beckwith suggested office/industrial and business/research complexes be built around the airfield, with perhaps the university's liquid crystal institutions as part of the landscape.

With his plan, Beckwith said, \$250,000 could be generated for the city in taxes from economic development.

Beckwith, who has been associated with the airport for more than 40 years, claims grants issued in the past by the FAA to the university have been misused; the last time a facility was built at the airfield was 1947, Beckwith noted.

Because of the airport's history since 1917, Friends members said they "will actively seek National Historical Landmark status ... due to [the air-

port's] unique and important contributions over the past century" as an argument to keep the airfield where it is.

Businessmen and residents suggested other benefits.

Pilot and business owner Paul Connor said the airport is "very important to him and his clients."

"It allows for quick service for them," Connor said.

Connor also spoke as a member of the Civil Air Patrol unit on Allen Road, regarding the importance of the airport to the emergency-response organization.

"We've used the airport as a staging area on numerous occasions," he said. "We keep

two planes ready and waiting there [for search and rescue missions]."

Finally, Connor said, "flying is fun ... We can't keep closing our airports."

Munroe Falls attorney Mary Damicone said the airport should stay because she took her son to watch planes at the airport and is now "starting on the next generation" with her grandchildren. Aviation interest at a young age spurred her son to get his pilot's license, Damicone said.

Kent State University Board of Trustees will decide on a preferred alternative (of the three alternatives) by this spring, university officials

have said.

The FAA, which holds the pursestrings for any airport renovations, could decide whether to support the trustees' preferred alternative by this fall.

In question is whether the FAA will let the university out of a 20-year obligation to keep the airport open until 2018, since the university last received a \$150,000 FAA grant in 1998.

The airport may not close if the flight school moves, FAA officials have said. If the university does not find a buyer for the airport and moves anyway, the university still would have to maintain the facility.

Spring Series: April-May
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Letters

Seeks foreign language for youngsters

As a mother of a child who is being taught a foreign language in preschool, I find foreign language to be an essential part of a modern-day education.

The benefits are staggering. Children who learn a foreign language at an early age absorb it faster, and in addition, brain development is stimulated not only in language, but in logic building. It also builds a social awareness of different cultures.

I was astonished to find that Stow-Munroe Falls School system had dropped a foreign language program in their elementary schools after the failure of the last levy. I find it very disappointing that everything my child has learned in foreign language during her preschool years will be lost when she advances to kindergarten.

We live in a great community with a great school system,

and I have faith that we have the potential to become an exceptional school system. Let's give our children a great advantage by letting them have the opportunity to continue their foreign language studies. Our children are the future and they deserve the best education we can possibly give them.

Susanne Bozick
Stow

Finds no rational fears with airport

As a longtime user of Kent State University Airport I would like to express my views regarding this facility going forward.

For more than 20 years IG3 has been my aviation home. During those years, and particularly the last 10 years, I have used the airport in order to fly to my customers located in and out of Ohio. It was not only a great experience, but provided me the ability to service clients that, without aviation, would have been impossible.

My business grew as a result of KSU airport, and hence the taxes I pay increased as well.

Anywhere there is an airport, there will be objections to that operation. That is a fact I have witnessed during my flying career.

To airport opponents I would say that there are no rational concerns about having the airport where it is. To me, aviation, properly managed, is very safe.

When you consider what the airport brings the community,

our businesses, our university, and our residents, there is little doubt in my mind of its value to all. To move it to an area difficult to get to for those of us who fly is exclusionary.

It is interesting to note that when I drive through neighborhoods surrounding the airport, I see the children with their heads up, looking at the aircraft. We can learn a great deal from our children.

Jim Salmond
Cuyahoga Falls

Says terror war would be brought to us

There are those who say Americans have grown weary of the battle and struggle against world terror. They say it is too much for the public and armed forces to bear. History is rife with comparable situations in which the struggle

British empire and its commonwealth shall live a thousand years, people will say this was their finest hour."

Recall the American Civil War. The casualties were overwhelming. Abraham Lincoln was vilified by the press and

people from slavery. Is there not a parallel in our current situation?

Now we are in the midst of a war against world terror. Some say George Bush is a fool and a liar to have gotten us into this war. But maybe if we had



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Friends of KSU's airport make case for keeping it

Site good for training, economic growth, group says

By Elbert Starks III
Beacon Journal staff writer

STOW: The Kent State University Airport already serves businesses and communities in the surrounding area and is the home of the school's flight program.

If the newly formed Friends of the Airport has its way, the airport will continue to serve as

a training ground for future pilots, as well as provide an avenue for more economic growth in Stow.

Friends of the Airport, formed to educate the public to resist the possible closure of the KSU facility, met Tuesday night at the Stow-Munroe Falls Public

Please see Airport, B5

Airport

Supporters consider
seeking historical status

Continued from Page B1

Library. Tom Lowery, a Stow resident and private pilot, and Albert C. Beckwith, owner of Commercial Aviation Corp., explained to about 50 people why the airstrip, which is the subject of debate by KSU's board of trustees, should continue to operate.

First, Beckwith said, economic development opportunities do exist with the property surrounding the airfield, and existing businesses - his included - already use the airport ex-

tensively. More development would allow Stow and the university to realize tax revenue of about \$250,000 yearly, according to his calculations in a submitted growth plan.

The university is obligated to fund the airport until 2018, whether the school's flight program is there or not, because of a development grant obtained in 1998, Beckwith said.

Paul Connor, a group commander of the Civil Air Patrol and business flier, said future military leaders and commercial pilots typically are trained on strips like KSU's, and there is the simple enjoyment of flight to consider.

"Where are the pilots for commercial airlines going to come from (if they continue to close smaller airfields)?" Connor said. "Flying is fun. Flying's

a blast. If we lose our airstrips, where will we continue our hobbies?"

The university is considering three options for the airport: moving it to the Portage County Regional Airport in Ravenna, widening the strip, or leaving it as is. The runway's current width is meant to handle planes of less than 49 feet, according to the Federal Aviation Administration. The runway is 3,950 feet long.

"I don't have a feel for what their decision is going to be, but we're going to fight our hardest to keep it open," Lowery said.

The airport serves Stow, Brecksville, Hudson, Twinsburg, Akron and other communities, he said, and supporters are considering seeking historical status for the strip that

opened in 1917.

Friends of the Airport has about 150 members, Lowery said. The group would like to preserve the operation of the university airport while increasing its safety, mainly by widening the runway from 60 feet to 75 feet. It would also like to have an automated weather beacon installed.

The group also would like to secure better lease arrangements for businesses at the airport and initiate the establishment of an airport authority that would include Stow and other communities. The board would focus on economic development for airstrips in the area.

Elbert Starks III can be reached at 330-996-3640 or estarks@thebeaconjournal.com.

THIS IS AN AKRON BEACON JOURNAL EDITORIAL WRITTEN ON TUESDAY
MARCH 23RD 2004. WHICH STATES THAT ALTERNATIVE #7 (MOVING KSU
FLIGHT SCHOOL TO PORTAGE COUNTY) IS THE BEST OPTION.

Home field disadvantage

KSU airport has outgrown its birthplace in Stow-Munroe Falls

In 1917, when World War I planes used a field in Stow for layovers, there wasn't much competition for space. Even in 1943, when Stow Field was bought by Kent State University, few could envision the bustling suburbs that would rise in the future.

Now, however, the university's airport, which is used for flight training and general aviation services, finds itself landlocked inside one of the fastest-growing communities in the region. It is also being pressured by the Federal Aviation Administration, which requires a master plan for airport enhancement every 20 years. With the most recent update nearly complete, the irresistible force for aviation has met the immovable object of residential development.

Kent State's flight school is one of the largest in the state, with plans to grow. The master plan forecasts growth in flight training and general aviation.

The airport's neighbors are very clear: They do not want an expanded airport with the noise and safety concerns that go with it. Even though the area has become dense with houses over the past several decades, development is not finished. This is not only a local problem. Suburban development is putting the squeeze on general aviation all over the country.

The FAA is equally clear: Its job is to enhance aviation. For Kent State, that means building runways

long enough to accommodate increased traffic and larger planes. There simply is no room to expand in Stow. Unfortunately, doing nothing is not - nor should it be - an option.

A reasonable alternative exists at the Portage County Airport, which already has a 5,000-foot runway and room to expand. A merged Portage County/Kent State operation would benefit from easy access to the Ohio Turnpike. The investment the university is preparing to make in its flight-training program would be protected if made in Portage County. It seems inevitable that the university will eventually be forced to abandon its airport on Route 59.

Better for Stow, the relatively small contribution the airport makes to the city's tax base would grow exponentially if that land were converted to commercial and industrial use.

The university understands its duty both to its students and to the communities its activities affect. A final decision is months, if not years, away. KSU's board of trustees and the FAA must be persuaded that a move to the Portage County Airport is the best alternative available.

Given the growing tension the airport has caused in Stow and Munroe Falls, it seems that a case for a move should be relatively easy to make.

Stranger than fiction

Arrest of Columbus sniper suspect gets more bizarre with the telling

It's just as well Charles A. McCoy Jr. is safely behind bars in the Franklin County Jail. The suspect in 24 sniper shootings in the Columbus area along Interstate 270 and nearby highways was brought back to Ohio during the weekend.

If a novelist had come up with a similar plot of twists and turns in McCoy's arrest in Las Vegas early Wednesday, the story might have earned a rejection slip as highly improbable fiction.

The initial account - how Conrad Malsom identified McCoy reading a newspaper, in a Las Vegas hotel casino, offered him a slice of his pepperoni pizza, notified Nevada and Ohio police and spent the next

12 hours tracking McCoy down to his hotel, thus setting up an uneventful arrest - would have been a remarkable enough happenstance.

But this plot will not take a back seat to any wait-there-is-more-commercial. Mike Cholak from Kenosha, Wis., who operates a real estate business, was attending a convention at the same hotel. He was the one Malsom mistook for McCoy, he said. He was the newspaper-reading man to whom Malsom offered the pizza (and not to be impolite, he ate it, too). Lucky for Cholak he wasn't the one hauled in.

What are the odds of going after a lookalike and snaring the real McCoy?

AKRON BEACON JOURNAL

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1894 - 1981

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James N. Crutchfield
Publisher

jcrutchfield@thebeaconjournal.com

KSU airport neighbors air concerns

Possible expansion prompts petition, though facility has its supporters too

By Stephen Dyer
Beacon Journal staff writer

STOW: Snow shut down most of Northeast Ohio on Tuesday night, but it couldn't stop about 35 residents from meeting to do what they could to stop the Kent State University Airport from expanding in their back yards. Some even wanted the airport gone altogether.

"We've just got to get rid of this thing now," said Preakness Drive resident Geoffrey Ball. "Stow's too crowded now. We've got to do our best to force it out."

Others were more temperate.

"We knew the airport was here," said nearby resident Jon Susi, whose son-in-law graduated from Kent State's flight program in the 1980s and is now a lieutenant colonel in the U.S. Marine Corps. "I have no problem with the way it is now. It can continue forever and ever."

Please see **Airport, B5**

Airport

FAA master plan offers three scenarios

Continued from Page B1

That's the rub, though. The Federal Aviation Administration has required the university to come up with a master plan, and the university is considering three scenarios for the airport:

- Do nothing.
- Move it to Ravenna's Portage County Regional Airport.
- Keep it in Stow but upgrade it, including widening the runway to 75 feet from 60 feet.

It was this final option that concerned the group, called Citizens Against Flight Expansion, which met at Roses Run Country Club Tuesday night. Roses Run is part of Pambi Farms - a golf course development on the southern end of the Kent State runway.

Many Pambi Farms residents are upset, but developments on all sides of the airport were represented Tuesday night.

CAFE is circulating petitions to send to Kent State by March 28 - about the time the university committee studying the options will present its recommendation to the board of trustees.

According to FAA guidelines, the width increase would mean the airport could accommodate planes as long as 78 feet, which includes corporate jets and several styles of commercial turboprop airliners.

The runway's current width, according to FAA guidelines, should handle planes of less than 49 feet - typically single-engine Cessnas and other small planes.

However, typically it is runway length, not width, that permits larger planes to land.

Kent State's 4,000-foot runway is not long enough for larger planes to land regularly there, according to industry standards.

That doesn't mean bigger planes won't land there though, as several residents have noticed larger planes landing already and also more frequent landings.

University officials had said safety explained the runway widening.

However, according to the National Transportation Safety Board, Kent State's airport is among the safest in the state.

Next Tuesday, another resident group will meet at the Stow-Munroe Falls Public Library starting at 7 p.m. This group is called Friends of the Airport in Stow, and its members, unlike Tuesday night's group, wouldn't object to the widening plan.

"Our main objective is to keep the airport open," said the Friends group's co-chairman, Tom Lowery - himself a small-plane pilot. "Airports like this one are closing at the rate of one every other week."

He said above all, he doesn't want the airport to move to Portage County.

"I moved to Stow in November," he said. "I wanted to live close to an airport."

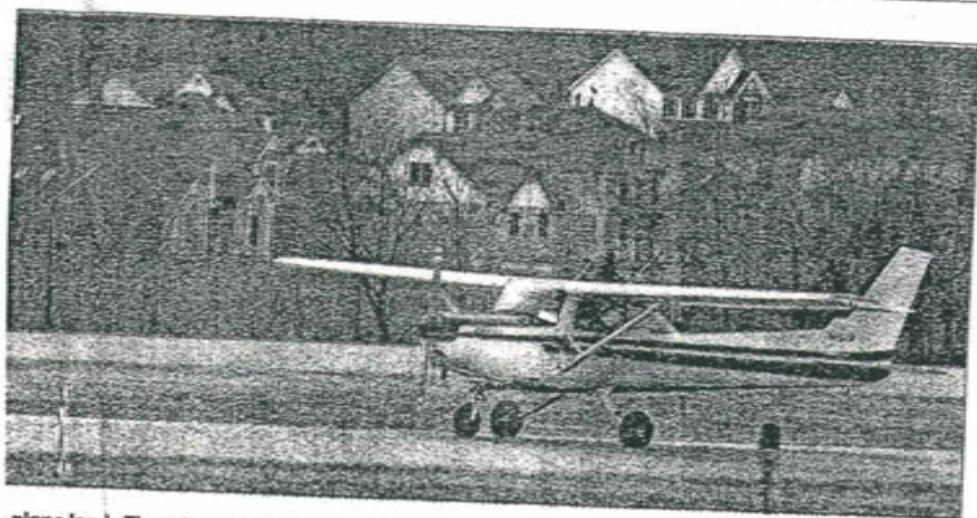
One of the CAFE group's organizers, Bill Brunson, encouraged those who went to his meeting Tuesday to also go to Lowery's next week.

"Tom's a good man," he said. "You should hear all sides."

But that won't stop him from getting all the signatures he can to force the airport to move rather than expand in Stow.

"They say we don't have a say," Brunson said. "What choice do you have but to sign the petition? This is our voice."

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



A plane lands Thursday at the Kent State University Airport, which borders residential areas of Stow.

KEN LOWE/Albion Beacon Journal

Neighbors fear KSU runway plan

They prefer that airport be moved to Portage. University weighs its options

By Stephen Dyer
Beacon Journal staff writer

STOW: As Bill Brunson drove home on state Route 59 this week, a jet roared not more than 300 feet above his car before touching down at the Kent State University Airport.

His nightmare had arrived.

Brunson, who lives nearby, said if the university decides it should widen its runway, more Stow residents will have to put up with jet noise and larger turboprop commuter planes.

"This would be a detriment to

Stow," he said. "I've got a problem paying thousands of dollars for a back yard I can't use."

The Federal Aviation Administration has required the university to come up with a master plan, and the university is considering three scenarios for the airport:

- Do nothing.
- Move it to Ravenna's Portage County Regional Airport.
- Keep it in Stow but upgrade it, including widening the runway to 75 feet from 60 feet.

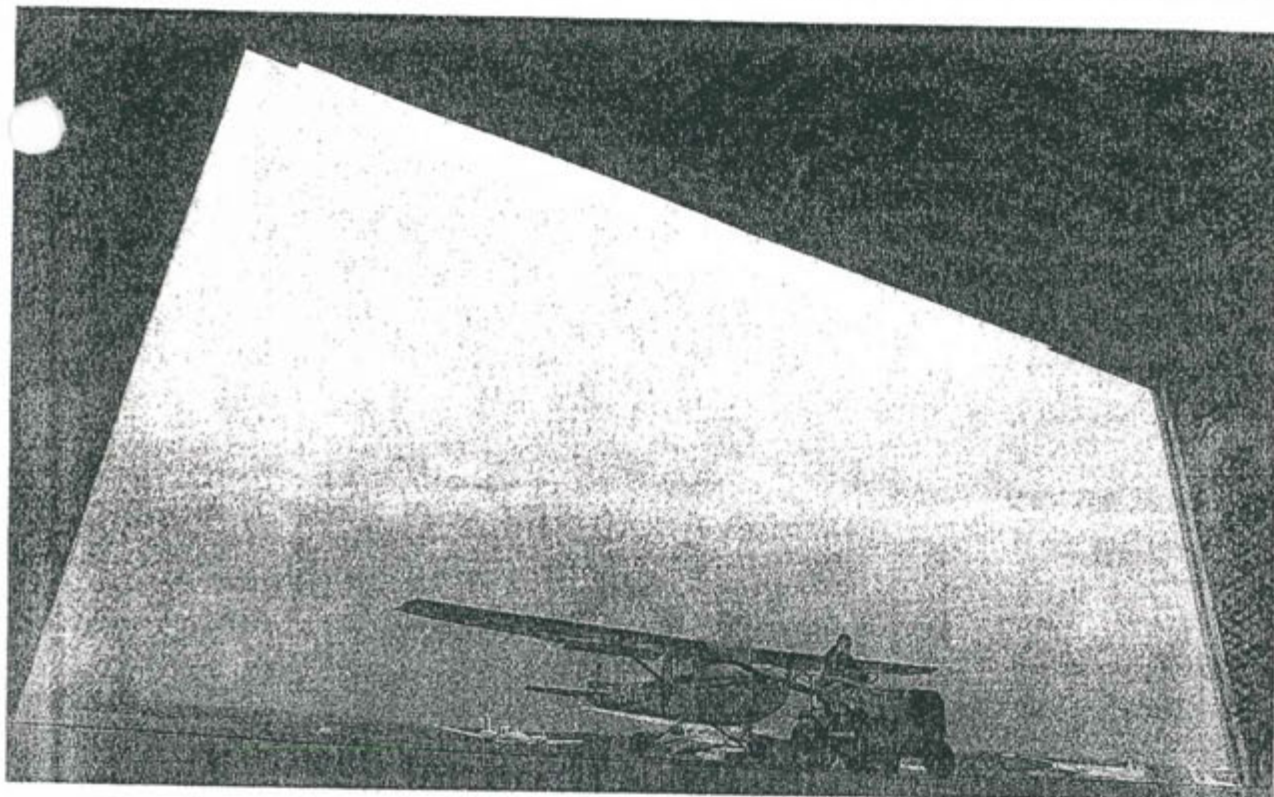
According to FAA guidelines,

that width increase would mean the airport could accommodate planes as long as 78 feet, which includes corporate jets and several styles of commercial turboprop airliners.

The runway's current width, according to FAA guidelines, should handle planes of less than 49 feet - typically single-engine Cessnas and other small planes.

Kent State's general manager of transportation services, Thomas Clapper, said that although the runway widening

Please see Runway, B5



Above, the Kent State University Airport's Andy Robb brings a plane into a hangar. If KSU widens the runway to 75 feet, it could handle planes such as the EMB-120 Embraer Brasilia, shown below. But the runway's 4,000-foot length makes it unlikely that would be routine.

KEN LOVE/Akron Beacon Journal

Runway

Meeting of neighbors is planned this week

Continued from Page B1

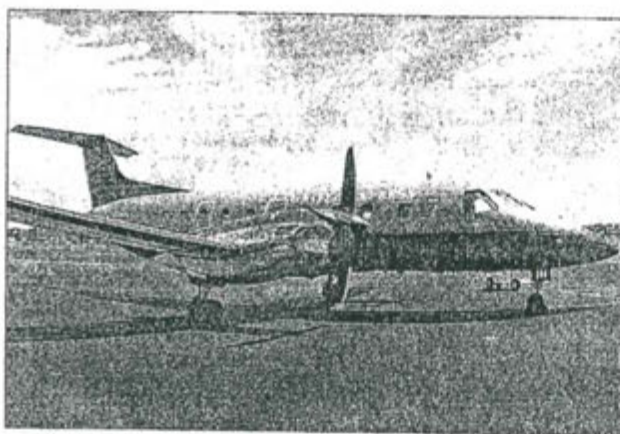
would allow private jets and larger turboprop planes to land there, they can land there now if necessary.

The widening would prepare the airport for potential growth 20 years from now. "We wouldn't want to close that future activity," he said.

Clapper said the school's program with Continental Express, which allows Kent State flight students to take classes that put them on the fast track to becoming Continental Express pilots, had nothing to do with the proposed widening. The students' Continental Express training is in Houston, where the company has flight simulators.

The university's aeronautics director, Isaac Richmond Netter, said a runway's width doesn't dictate what kinds of aircraft can land there as much as its length does.

According to the American Society of Civil Engineers, Kent runway length of 4,000 is the minimum for low-level airports that handle small, single- and twin-engine propeller aircraft, not typically the cor-



porate jets and bigger turboprops that Brunsdon fears.

The Portage County Airport's runway is 3,500 feet long and 75 feet wide, Netter said.

Clapper said the primary reason for the widening is pilot safety.

According to the National Transportation Safety Board, only 17 accidents have occurred at the airport since 1962; seven of those were in the 1960s. The airport's only fatal accident occurred in 1966 when a plane's engine gave out on a pilot's initial climb.

Two accidents have occurred at the airport since 1990: one in 1990 and the other in 1999. The 1990 accident occurred when a pilot, landing at night and thinking he was at a different airport,

veered off the runway because he misjudged the configuration. The 1999 accident involved a student who had a hard landing.

Brunsdon said the safety figures show that the university's assertion that the widening is for safety is a red herring.

Netter doesn't dispute that the airport has an extraordinary safety record. He said the widening, though, is suggested for a basic reason: It can be.

"You have the opportunity to do something," he said of the FAA master plan. "If you don't increase the length, you want to increase the width."

The increase would make the runway more forgiving, he said, giving students who miss their runway marks more pavement to correct their errors.

The university held the last of its several public meetings about the master plan last month and hopes to have recommendations by the May meeting of the board of trustees, Clapper said.

Stow Mayor Karen Fritschel said she hopes the airport remains as is.

If it moves, she said, the city would probably put an overlay zoning district on the land so the city would have more control over what replaces the airport. The land is zoned industrial and residential.

But there's little the city can do until then. "At this time, it's pretty much what the FAA wants to do," she said.

One good thing, from the mayor's perspective, is that a move of the airport wouldn't take place for several years, she said, so the city would have time to plan for the property's future use.

Brunsdon said he will organize a meeting next week of airport neighbors concerned about the widening plan. He said that if the airport needs to alter its runway, it should go to the Portage County Airport, which has fewer people living around it.

That would be the university's so-called option No. 7.

"We can't hope they choose No. 7," he said. "We've got to persuade them to choose No. 7."

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

KSU details pros, cons of three airport possibilities

*Final decision on facility's
future could come by April*

by Andrew Schunk

Reporter

STOW — The direction Kent State Airport will take for the next 20 years should be known by April, university officials say.

They say they have completed most of their research, heard the protestations and support "loud and clear," done the cost analyses and will now "weigh internally" the pros and cons of three remaining options to find a future for the airfield on Route 59.

Still on the table are options allowing for safety grading at either end of the runway (not lengthening) and some facility renovations, widening the runway and improving and increasing airport facilities, or moving the flight school to Portage County Airport.

The three alternatives were divulged at a Feb. 18 public meeting at City Hall on the Kent State University Airport Master Plan, and a final "preferred alternative" should be chosen by the university's Board of Trustees by April, airport administrators have said.

"Social and economic considerations led us to these alternatives," said Tom Clapper, general manager of KSU Transportation Services.

The alternatives and their benefits and detractions, as stated by the 20-year master plan developed by Richland Engineering, follow

Stow Sentry - Sunday, February 29, 2004

Airport

Option 1A: Flight school stays, with minimum upgrades

The alternative, to cost approximately \$2.5 million, would leave the runway 3,950 feet long and 60 feet wide. The airport would be limited to small, single-engine aircraft similar to those operated there now.

"The focus then becomes maintaining the existing facilities such as the terminal building, conventional hangar, maintenance hangar and T-hangar unit," the master plan states.

Repairs would be made to doors, roofs, electrical, plumbing and HVAC systems.

In addition, both ends of the main runway would require grading to achieve a required 3- to 5-percent slope.

Benefits the university will analyze, according to the FAA-required master plan, include:

- a lower cost
- a lack of adverse effects to

the environment

- no family or business relocations; and

- good accessibility.

Detractions include:

- escalating noise levels
- a lack of public acceptance; and

- it does not meet the forecast demand standards of the flight school.

Option 1B: Flight school stays, wider runway

At \$3.2 million, the option to keep the flight school where it is and widen the runway from 60 feet to 75 feet remains a consideration for the university.

"Widening is a safety issue for crosswinds," lead Richland engineer Hermann Schwaner said Feb. 19:

A new weather system would be installed with this option, as well.

Benefits to analyze include:

- a low cost
- increased safety
- weather reporting availability; and

- no adverse environmental impacts from runway widening or on-site development.

Detractions include:



Special to Record Publishing Co.

The KSU Airport runway's proximity to housing developments such as Pambi Farms, in bottom of picture, was a consideration in university plans.

- escalating noise levels
- a lack of new facilities
- a lack of public acceptance; and
- limitations on flight school and general aviation forecast demands.

Option 7: Flight school moves to Portage County

The third alternative is to move the flight school from its

current location to Portage County Airport.

At \$5.9 million, this option's benefits, according to the master plan, include:

- the "ultimate" build-out feasibility
- a low cost
- upgrades in aircraft that can use the facility
- a 75-foot runway width
- the potential for passenger

service; and

- new facilities.

Detractions include:

- the removal of some obstructions
- land acquisition
- roadway relocation
- wildlife containment; and
- "unknown" environmental issues.

E-mail: aschunk@recordpub.net

Phone: 330-688-0088, ext. 3147

Public may view airport master plan

To see the Airport Master Plan, visit the Stow-Munroe Falls Public Library on Darrow Road and request a copy on file, or visit www.kent.edu/airport.

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Residents' group mobilizes against any airport expansion

by Andrew Schunk
Reporter

STOW — "Not one more flight, not one more foot of runway."

First stated at a Dec. 14 Federal Aviation Administration-sanctioned public meeting on the Kent State University Airport Master Plan, the phrase has become a rallying cry for the citizens group Communities Against Flight Expansion.

The group, spearheaded by area residents Bill Brunson, Ron Meyer, Sergio Sponza and Jim Fisher, met at Roses Run Country Club Feb. 11 to further mobilize against any type of airport expansion, whether

that means a lengthening or widening of the runway, or increased flight operations at the airfield. About 60 people attended the meeting.

"As it was so eloquently said then, we oppose one more foot of runway or one more flight operation at that airport," said Meyer, a Stow resident.

The group's leaders sought heads for a number of sub-committees at the meeting, such as technical, finance and legal committees. Unspecified legal action was threatened against the university if expansion occurs.

The group's purpose, according to information provided, is "no expansion of

Kent State University Airport" and "restoring quality of life."

"We have to draw a line in the sand," Meyer said. "Enough is enough."

Dr. Isaac Nettey, director of the university's flight program, tried to allay some of the public anxiety by saying that a runway extension, due to cost and the homes it would upset, is "simply not feasible."

He said that although an alternative has not been chosen, the flight school could function at its current location with a widened runway and some new runway facilities as the only upgrades.

He also noted he did not

foresee an open enrollment policy for the flight school in the future — there is not one in existence now, and the flight school has "requirements above and beyond" general enrollment criteria at the university — or a "drastic" increase in the number of students in the flight school.

"Responsible people seek to live responsibly with neighbors," Nettey said.

"It is not our intent to engage in flight training that is incompatible with the community we live and work in."

Meyer spoke of an initial citizens' group that existed in the mid-1980s, known as the Asso-

ciation for Sensible Airport Policy, that "was conciliatory, worked with the airport and was moderately successful."

It was formed in reference to many of the same airport issues residents are dealing with today, Sponza explained.

"We have to stop the talk and get some action," attorney and area resident Chris Swing said.

"It's time to attack the KSU air school."

Tom Lowery, a Stow resident and pilot who attended the meeting, claimed that widening the runway (from 60 feet to 75 feet) only increases aircraft

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safety, a major point of contention for the residents' group, but does not provide for larger aircraft to operate there.

"I don't care whether it's [a widening] or [a lengthening]," Sponza said.

Uncertain as to when a decision on the airport would be made, or what that decision might be, Sponza said CAFE "has to be pro-active" in its approach.

Once the master plan process is completed this spring, the university's Board of Trustees, on recommendations from the public meetings, the FAA and the Airport Standing Committee, will choose a "preferred alternative" to submit to the FAA.

The preferred alternative could be known by April, university officials have said.

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Airport choices whittled to two

Kent State University has narrowed to two the choices named in the Kent State University Airport Master Plan.

A third public meeting conducted at Stow City Hall Feb. 19 confirmed the university is exploring options 1A and 7.

Option 1A would keep the flight school at its current location on Route 59 and

allow the school to make some facility upgrades such as new hangars or a restaurant. In addition, the university would seek to widen the runway from 60 feet to 75 feet.

Option 7 would move the flight school to Portage County Airport. University officials have not decided what that would mean for the airport in

Stow.

An analysis of each of the remaining options by an engineering firm has determined that if alternative 1A is chosen, "noise levels will continue to escalate."

All other options were nixed, university officials explained, due to "prohibitive costs and socioeconomic factors."

Airport reports future plans

Meeting held to get opinions of residents

Leah Campanale
Daily Kent Stater

More than 100 people, both Stow residents and university airport officials, attended the second meeting this week to discuss future plans for the university airport last night.

The airport is in the process of compiling its master plan report, which is a 20-year plan required by the Federal Aviation Administration to chart the future developments of the airport. The plan also assures that growth is being properly managed.

The meeting, held at Stow City Hall, was the second in a series to evaluate the social impacts of the airport.

The master plan originally included seven different features for the airport, with some alternative plans and combinations of plans.

During the meeting, Tom Clapper, general manager of Transportation Services, announced that there are now only two feasible alternatives concerning the airport that were recommended by university officials during an internal meeting.

These alternatives were sought out to please both the community of Stow and university officials.

Clapper spoke of two alternatives in which one alternative was broken down into two parts.

Alternative Plan 1a included keeping the airport "as is," Plan 1b included expanding the runway by 15 feet in width, and Plan 7, the second alternative, relocates the airport to Portage County.

In a previous meeting arranged by Stow residents, members of the community spoke of the "unbearable" noise and distraction that is generated by the airport every

day. Residents stressed that they did not want to see the airport physically expand or the enrollment in the flight training program expand.

Clapper pointed to the concern of a decrease in property values that was brought up by several residents.

"The matter of a decrease in property values cannot be directly measured," Clapper said. "The values of your property are in the eyes of the beholder."

Last night, residents also stated that they have judicial power over the proposed expansions of the airport.

"We have the right and power by law to protect our community," resident Gary Swing said.

In the process of trying to protect the property values of their homes, residents formed the group Communities Against Flight Expansion (C.A.F.E.).

The volunteer group was formed to get residents to attend last night's meeting and to gain support from city council members to help fight expansion and increases in flight take-offs and landings.

"We don't want to see the airport expand by one more foot or one more flight," resident Sergio Sponza said.

Angry residents of communities surrounding the airport argued against any expansion of the airport as soon as word of expansion spread through the city.

The flight training program, whose training facility rests in the middle of several communities, made it clear that public input is very important concerning the plans for the airport.

"I want to make sure you understand that these public meetings shaped the decision making process," Clapper said.

The final decision concerning the plan the airport will take will be ultimately reviewed by the university's Board of Trustees.

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Shalersville an option for airport

By Chad Murphy
Record-Courier staff writer

STOW — Kent State University officials have identified two alternatives regarding the possible expansion or relocation of the KSU Airport in Stow, and hope to present one of them to the Board of Trustees in March.

The first alternative, labeled 1A in the master plan, would keep the airport in Stow without expanding it, but would add a retention wall and other safety features, Transportation Manager Tom Clapper said. The second, alternative 7, relocates it to the Portage County Airport in Shalersville.

Both alternatives, as well as environmental and economic impacts of the airport, were discussed during a public hearing in the Stow City Council chambers Wednesday. Another alternative — 1B, which also would expand the width of the runway 15 feet for safety con-

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siderations — could be considered in lieu of alternative 1A, but was met with resistance at the hearing.

Clapper said the wider runway would help pilots land in a crosswind. The few accidents in the past 10 years have been from pilots being blown off the sides of the runway from high winds, he said.

But several Stow residents in attendance said the airport's overall safety record is excellent with its current runway and expanding it is unnecessary. One resident said he was against any airport growth, whether it is to the length or width of the runway.

According to the pros and cons list drafted for the master

plan, alternative 1A is beneficial because it doesn't force any family relocations and provides increased safety at a lower cost than other options examined. Alternative 1A comes in at about \$2.5 million, while 1B will cost about \$3.2 million.

However, working against the alternatives are the facts that they won't meet the projected demand for airport use and they limit general aviation activity, including flight training.

Airport operations are expected to more than double in the demand for service, from 60,000 hours to 123,000.

Alternative 7 is the cheapest of the relocation options at \$5.9 million.

Among the pros listed in the airport master plan are the fact it's surrounded by industrial and agricultural land; it's not near high- or medium-density housing; and the build-out to meet airport use demands is very fea-

sible. Cons include acquiring the land, unknown environmental issues and obstruction removal.

Clapper said if relocating the airport is identified as the better option, it won't be an immediate change.

"This could be a 10- to 20-year occurrence to make this happen," he said.

The current airport in Stow would remain open until the changeover is ready to happen. Plus, KSU accepted Federal Aviation Administration money in 1998, and in doing so, agreed to keep the Stow airport open until 2018. Clapper said the FAA has the authority to release the university from that agreement.

After the preferred alternative goes before trustees, it will be forwarded to the FAA. Clapper said the FAA won't approve or deny the plan, but will decide whether to fund the alternative presented.

Record Courier Sunday, February 15, 2004

Two plans stand out for KSU Airport

Meetings set this week on most feasible options

By Chad Murphy
Record-Courier staff writer

Two alternatives regarding the possible expansion or relocation of the Kent State University Airport in Stow are emerging as front-runners, and will be discussed during a

pair of public meetings Wednesday and Thursday.

KSU Transportation Manager Tom Clapper would not say which two alternatives were going to be singled out, but did say they were the most feasible ones. He said both meetings would cover the

same topics. The second meeting was added to benefit the crowd.

"We did that to accommodate the overflow," he said.

The meetings also will cover the environmental evaluation and economic analysis of the airport, as well as two added airport alternatives based on public input. Clapper said previous public meetings have been helpful and needed for the master plan.

"To translate from a plan to a reality you have to have public support; you have to," he said. "I have not found these meetings contentious at all."

The two new alternatives, labeled 4e and 8 in the airport master plan, were added in part through public comment at previous meetings.

Clapper said alternative 4e looks at expanding the current airport, but with less off-site

land acquisition. The total cost for the alternative comes in at \$13.5 million, according to the master plan.

Alternative 8 examines moving the flight training and larger aircraft to another site while maintaining the Stow airport, he said. The total cost for this option comes in at \$16.7 million.

Clapper said the many alternatives were developed be-

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cause of Federal Aviation Administration requirements. Some are so unfeasible, they'll drop off the list right away, he said.

"The alternatives are developed to look at every possible alternative we could think of, whether they're feasible or not," he said.

The environmental evaluation will address noise levels and potential environmental effects of land acquisitions, airport improvements and development of airport facilities at the KSU Airport, new airport site or surrogate airport, according to a draft master plan available online. Clapper said the noise analysis will address comments brought up in previous meetings.

weigh pros and cons of each alternative, looking at economic benefits and social impacts, both positive and negative, Clapper said.

According to the master plan, the pros listed for alternative 7, which relocates the airport to the Portage County Airport in Shalersville and also is the cheapest of the relocation options at about \$5.4 million, include: No medium or high density residential land nearby, new facilities, noise containment on property and an existing airport authority in place. The cons listed include land acquisition and road relocation for the expanded runway and taxiway.

For alternative 1, the "do nothing" option that keeps the airport in Stow with limited renovations and is the cheapest of all alternatives at \$1.6 million, the pros include no family or business relocations

impacts from development. The cons include: Lack of suitable development area; noise levels will continue to grow; prevention of growth in air operations; and it does not meet forecasted demand.

Clapper said the biggest surprise to him in this planning process is how much Stow has grown over the years. He said the growth is obvious when comparing aerial photographs of the airport from the '60s, '70s and '80s to today. The planning process is looking for the proper solution for all involved, he said.

"This is trying to do the right thing to serve obviously Kent State University's interests and the city of Stow and Portage County," Clapper said. "This is a long-term decision."

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Letters

Debunks 'myths' of Kent State airport

With the current furor surrounding the Kent State University Airport, it seems appropriate to debunk some popular myths.

Myth: The airport was there first. Those who don't like it shouldn't live nearby.

It is naive to think a decision made 75 years ago to build an airport on farmland is relevant today. Quality of life is increasingly important, and it's clearly the people's wish that the airport leaves or does not expand.

Myth: The airport contributes significantly to our

community's economy.

I have not seen it proven that the airport contributes more than \$26,000 in income tax to our economy.

Myth: The FAA is looking out for our community's well-being.

I believe nothing is further from the truth. The FAA's primary interest is to sustain and build more airports.

Myth: KSU wants to include community desires in their plans. Surely they'll respond to our wishes.

One hopes KSU is listening, but history doesn't bear that

out. This community has opposed airfield expansion for more than two decades. In the past, KSU appeared to be genuinely concerned while quietly working behind the scenes with the FAA and others to lengthen runways and expand facilities.

Let's hope these community meetings are more than window dressing and that KSU realizes this problem isn't going to go away until the needs of this community are met.

Renald M. Romain
Munroe Falls

Airport needs upgrade, not expansion

As a pilot and new resident of Stow, I would like to take the opportunity to speak out in favor of the Kent State University Airport.

My family and I moved to Stow in November because of its convenience to Akron and Cleveland, its schools, quality parks and recreational activities, and because of the airport. The airport in Stow is home to an excellent flight school as well as to a commercial operator that rents planes to local pilots.

The airport has a very good safety record and is an important "on-and-off-ramp" to the federal airway system. This is good for the community and the university.

I attended the last public meeting regarding the airport's

appreciation for the frustration many residents feel toward the planning process. But I also got a sense that a majority of residents are happy with the airport in its current state. They just don't want to see it expanded into their back yards, and I agree with them. The runway is long enough today for virtually all non-jet, non-commercial aircraft.

I think the airport is in need of several improvements:

- The runway should be widened from 60 feet to 75 feet for safety.

- The area around the runway should be graded level with the runway.

- The airport should be zoned as an airport, not as a mix of residential and light industrial.

reporting system should be installed.

- Additional inexpensive hangar space should be built and rented to alleviate the waiting list and provide additional revenues for the airport.

- A new terminal building should be built.

- The university should expand opportunities for third-party aviation businesses to lease space at the airport.

- Finally, an airport authority should be established to include Stow and surrounding communities.

These improvements would increase the safety and usefulness of our airport. I say "our" because it belongs to all of us. It's one of the amenities that makes Stow a great place to live.

Tom Lowery

Herman Schwaner

From: "andy schunk" <aschunk@mail.recordpub.com>
To: "Hermann Schwaner, PE" <hschwaner@r-e-l.com>
Sent: Tuesday, February 03, 2004 1:49 PM
Subject: Re: Stow Centry 2/01/04 Lend Me Your Ears

> Mr. Schunk: With reference to ~~to~~ your published article and from a
 > consultants point of view " very well written article". Your insight and
 > presentation of community issues related to the airport master plan is
 > excellent.

> Sincerely, Hermann Schwaner, PE Richland Engineering

> Limited -----

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Dr. Schwaner --

Thanks very much for the kudos -- they are very much appreciated.
 It's been a frustrating process, I think, from all angles. And the extremes
 at each end of the spectrum have not helped -- the university's arrogance,
 at times, and the screaming residents. In many ways, the unmentioned angle
 is Richland, truly caught between a rock and a hardplace. I suppose, in
 many ways, you have to separate the public ire against the university, the
 city, myself, and amongst the public, at times, and simply do your job to
 the best of your ability. But, on the other hand, the competence that is
 evident on your end after such a massive study hasn't been questioned
 either. You've truly "jumped through every hoop."

Thanks for continuing to be a big help during this process.

Sincerely,

Andy Schunk



Stow "SENTRY" 2/1/04 Residents need patience with flawed airport planning process

It seems to me a fundamental flaw exists with the planning process surrounding the future of Kent State Airport.

It is admirable that the university, as dictated by the Federal Aviation Administration, is requesting public comment on the issue — when options threaten homes and quality of life for people in two different communities, input is essential.

In turn, input is essential for the university and private businesses at the airport in determining their own futures.

But when the university, which owns the airport, conducts public meetings while still doing its research, it begs all sorts of questions that cannot yet be answered.

"We're still assessing our options," university officials say. "This is part of the data collection process."

On one hand, the university follows a mandated process in preparing for airport changes as dictated by the FAA, and, to their credit, they are doing so.

But what do university officials and the FAA expect will happen when one of the options is that residents' homes will be affected by the airport's expansion, and they have no answers to those homeowners' questions?

Predictably, frustration sets in as residents' questions and comments go unanswered because the university doesn't know yet.

So a conundrum develops where public meetings become a maddening one-way dialectic.

Valid questions about property values with no answers. Comments about noise and environmental studies with little feedback. Lots of "duly noted" and "thanks for your comments" and "we'll take that into considerations."

More answers are needed, and it is understandable residents want them as soon as possible.

But engineers of the master plan say more detailed answers won't be available until a decision is made and

an alternative is chosen. Then, a much more in-depth analysis of socioeconomic factors specific to that alternative will be completed.

Though they may be annoyed at the airport planning process, homeowners should have patience with the university, the engineers and the FAA and allow them to honor the process.

Some changes in the process before the Feb. 18 and Feb. 19 public meetings at Stow City Hall would help residents survive the process.

People need to know that their opinion will count.

University officials have said public sentiment is important, and residents rightly question that statement considering university trustees will ultimately decide the direction in which they want their airport to go.

Are the public meetings, as one resident told me, "mere window dressing?"

It would demonstrate a

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breathhtaking level of arrogance if they were, as that would mean the university not only has decided on the preferred alternative, but has no problem wasting residents' time in the process.

I do believe public comment will carry weight as a decision is made by the university — that some of the unpopular master plan options have been nixed and FAA officials' awareness of the public vitriol already are evidence of this.

Residents would also be

helped if some answers or statistics were prepared by city officials, private business owners and the FAA as to whether the airport can still function without the flight school, which makes up a majority of the airport's operations.

The airport is not synonymous with the flight school. That bears repeating: If the school goes, the airport doesn't automatically shut down.

If the flight school leaves let's not let the airfield's future be determined by people who

never appreciated the airport but purchased a home there anyway, only to choose the current forum on expansion to complain about 60 years of virtually unchanged airport operations.

Unlike the flaws inherent in the current master planning process, we can prepare our own answers before the questions arrive.

As for what the university and FAA might decide, patience is a virtue.

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E-mail news tips to StowSentry@recordpub.net

LETTERS

Portage site suitable

With reference to the Record-Courier's Jan. 25 editorial concerning the possible relocation of the KSU Airport, this move was recommended to the Portage County commissioners around the time the Portage County Nursing Home on Infirmary Road was closing.

That building could be used as the KSU School of Aviation for offices and classrooms. There is sufficient land owned by the Portage County Airport Authority to build hangars. Additionally, new hangars are being built at the Portage County Airport for

the general aviation aircraft based at KSU.

It is unknown by me when KSU last used FAA funds for airport improvements. There is a time period when these funds would have to be repaid. However, if the university sells the property it would be in receipt of funds for repayment, if necessary.

KSU Airport prohibits "touch and goes" landings, so the majority of their students use the Portage County Airport for this exercise. The funds generated by KSU moving to Portage County would be funds kept in Portage County, not Summit.

Jeane M. Wolcott
Ravenna

The Record-Courier welcomes letters from readers.

We reserve the right to condense letters because of space limitations and to correct errors of fact, spelling, grammar and punctuation.

To ensure a diversity of opinion, writers are limited to one published letter every 30 days. Rebuttal letters will be printed at the discretion of the editor.

Letters may be sent to 126 N. Chestnut St., Ravenna 44266 or 206 E. Erie St., Kent 44240 or e-mailed to editor@recordpub.com.

Airport plans still up in air

Edinburg site not likely

By Tom Prusha
Record-Courier staff writer

Chances of an airport being built in Edinburg are about zero, township officials and residents were told Thursday by a Kent State University official.

A 400-acre site north of Giddings Road and west of S.R. 183 is listed as a possible location for a new KSU airport in a long-range plan. The proposed airport would cost \$20.8 million.

About 80 people came to an Edinburg Township trustees meeting to hear about the plan to build on their property or in their neighborhood.

Thomas Clapper, KSU transportation manager, told the crowd the proposal is designed to comply with Federal Aviation Administration rules and is one of seven alternatives the university must submit to revamp its aviation services.

He indicated that it is unlikely that KSU would proceed with building a new airport at the site, according to Township Trustee Thomas Repcik, who invited Clapper to attend the meeting.

Clapper reviewed the proposal. "He answered a lot of questions," Repcik said.

KSU is seeking a plan to expand or replace its airport in Stow. The possibility of relocating to the Portage County Airport in Shalersville also is under consideration.

"The FAA requirements are to look at other existing sites, enlarge or improve the current site, or to look at a completely new site," Repcik said.

He said the crowd wasn't thrilled with the idea of the airport coming to the township.

"You would have to consider, they would be losing their homes, land or farms," he said.

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The Edinburg site is zoned residential-agricultural.

Bill Kibler farms about 300 acres in the area of the proposed site.

"It would cut us in half. We farm on both sides of Giddings. The airport would take about 40 acres of our property along with our house and some buildings," Kibler said. He said he grows soybeans, corn, wheat and hay. He also raises about 50 head of beef cattle.

"I believe the whole thing is not going to happen," he said.

"The way (Clapper) explained is that when they need to upgrade the airport, they need FAA approval and part of that approval is running several studies. One of the provisions they must look at is a totally new site," Kibler said.

"Edinburg, in my opinion, is not a very good selection because we have so many homes on the north side of Giddings, where the airport would be," he

said.

"This is a life-changing threat. We didn't see it coming. It was quite a surprise to us all. I think the mood of the meeting was pretty much relief but there is some concern this could materialize. It is certainly not totally out of the picture but we feel a lot better because of the meeting," Kibler said.

Karla Crutchfield, who lives with Jason Dillon on his property right across the street from the proposed site, said residents were not aware of the meeting and that she put fliers in mailboxes Thursday to tell them about it.

"It took someone in our community who was unable to sell her house because of the proposed airport. Everybody is in limbo right now. Hopefully, he's right that there is a zero percent chance, but we don't know. We don't know if we can fix up our old farm house. There is nothing we can do until this is resolved. We live out here so we don't have jets flying over," Crutchfield said.

Clapper could not be reached for comment.

OUR VIEW

Reasonable alternative

Relocating KSU airport to Portage cost-effective option

As Kent State University debates plans for the future of its airport, one possible alternative — relocating the airport from S.R. 59 in Stow to the Shalersville site of the Portage County Airport — deserves a closer look.

KSU's proposed master plan for the airport, which it has operated since World War II, projects continued growth for the facility, including more than doubling its demand for service hours as well as adding substantially to the number of aircraft stored there.

Expansion at the Stow site would be problematic and costly. Expanding the runways across North River Road or S.R. 59 (Kent Road) would cost about \$40 million, according to one estimate. Because the airport is essentially landlocked by residential and commercial development, such a course of action would involve disruption of nearby neighborhoods, including Pambi Farms, an executive housing subdivision. It also would affect heavily traveled thoroughfares serving the Stow-Kent retail area.

The airport has been a target of criticism in Stow for many years. While the vast majority of the homes surrounding it were built long after it was established, that has not deterred neighbors from complaining about noise and safety concerns as well as an adverse

impact on property values. The chorus of opposition is likely to become even more strident if large-scale expansion is proposed.

That seems less likely to be the case if KSU considers the possibility of relocating the facility to the Portage County Airport, which is located in the Infirmary Road area in Shalersville in a rural area where residential concerns may be less of a problem.

The Shalersville site appears to have ample room for expansion, and KSU would be building upon an existing facility, which would be less costly than the other alternative involving Portage County, the possibility of building a new airport on a site in Edinburg, west of S.R. 183. Moving the Shalersville would cost about \$5.4 million, according to KSU, compared with a \$20 million price tag for an entirely new facility. Either alternative is considerably less than the \$40 million cost projected for large-scale expansion at the Stow site.

With a decision on the fate of the airport likely sometime this year, we urge KSU to give careful consideration to the Shalersville site, which is within a modest drive of the Kent campus and appears to be a reasonable alternative to building from scratch or taking on a costly and controversial expansion project in Stow.

KSU gets earful on future of its airport

Expansion is one option; most residents say either leave it alone, or move it

By Tracy Wheeler
Beacon Journal staff writer

STOW: If Kent State University officials wanted to know what Stow residents thought about their airport plans, they found out Wednesday night at a standing-room-only meeting bursting with anger and frustration.

The crowd in the Stow City Council overflowed into the hallway during the meeting, which was called by the university to gather comments on the future direction of the airport.

Should the airport remain as is? Should the runway expand, displacing homes and rerouting River Road or state Route 59? Or should the airport move?

The answer from most of the crowd — at least the most vocal parts of the crowd — was obvious: either leave the airport as it is (known as "alternative 7"), or move it to Portage County, both of which were included in about a dozen options presented at the meeting.

"If you look at alternative 7," said one resident, "you've got the answer to your problems."

"It's the best thing at half the cost," said another.

Thomas J. Clapper, general manager of Kent State Transportation Services, presented alternatives that ranged in cost from \$1.7 million to \$40 million. The \$40 million option, which would

Airport

Residents do not get to vote on final plan

Continued from Page B1

extend and widen the runway by tunneling under River Road and Route 59, is essentially out, Clapper said.

Kent State's airport is landlocked by homes that have sprouted up around it.

The current process to address the airport's future is part of an update of the airport's 20-year plan, last completed in 1974.

The next step, Clapper said, is for the university to review the alternatives internally, have another public meeting like Wednesday night's in mid-February, then reach a final decision in March or April. The decision will require approval of the Federal Aviation Administration, which could take six to nine months.

Residents occasionally yelled at Wednesday's meeting, upset that they had been left out of the decision making until it was too late. Many said they would not have built homes near the airport if they had known there were plans to expand it.

Worried that he could lose his homes, one resident asked if eminent domain is a possibility. Clapper said, "At this time,



Akron Beacon Journal

no."

Clapper was also asked if Stow residents would get a chance to vote on the final proposal. No, Clapper said, "but I think we're hearing you loud and clear right now."

One resident cautioned others that part of the airport land is zoned industrial. If the airport leaves, he said, something much worse could move in.

"People, be careful what you ask for," he said, "you might just get it."

The proposed 390-acre Portage County site is located between state Route 44 and Infirmary Road in Edinburg Township, near Interstate 76.

A group opposed to airport expansion will meet at 7 p.m. Feb. 11 at Roses Run Country Club.

Tracy Wheeler can be reached at 330-996-3721 or tawheeler@thebeaconjournal.com

Please see **Airport, B5**

LOCAL/STATE

STOW

Airport plans draw debate

No decision made regarding expansion, relocation

By Chad Murphy
Record-Courier staff writer

STOW — Residents came out both for and against possible Kent State University Airport expansion or relocation Wednesday as a standing room only crowd filled City Council chambers.

KSU Transportation Manager Tom Clapper presented and heard public comment — often loud and heated — about the seven current options regarding the airport along Kent Road (S.R. 59).

Options range from leaving the airport as is or expanding the runway at the current facility to relocating operations to the Portage County Airport in Shalersville or another site in Edinburg. The crowd seemed to favor leaving the Stow airport as is, but relocating it if expansion was needed for the program.

"I think we're hearing you

loud and clear right now," Clapper said. "We are truly wanting to find a win situation for all."

Relocating the airport to Shalersville seemed to be the cheapest expansion alternative at about \$5.8 million, according to the draft 20-year master plan. The "do nothing" option came in at \$1.6 million, for runway and safety improvements.

When presented, the relocation options drew rounds of applause from the audience. Several members questioned why options expanding the Stow airport were still under consideration when the answer seemed obvious.

Clapper said it's part of the planning process.

Several residents also objected to the projected increase in air traffic, citing safety and noise concerns as well as declining property values from an expanded airport. According to

the draft, KSU expects to move from 50 to 75 aircraft stored at the site and also expects to double its demand for service from 60,000 to 123,600 hours per year.

Residents questioned how many homes would be lost to the expansion, especially with a new housing development going in on property the university would acquire if expanding. Expansion plans would stretch the runway across North River Road or Kent Road, depending on the alternative considered. Clapper said the road affected would be tunneled under or re-routed around the runway.

But if the airport moves, other residents questioned what would come in its place. The property is zoned partially residential but mostly industrial, and those residents fear a mall or factory would spring up.

"You could actually have it

worse than you have it now," one resident said.

Mayor Karen Fritschel said she wants to start looking now at what the city might do with the property should the airport be relocated. Councilman Ryan Alexander said he opposed any alternative that would affect residents' property.

Clapper said the hearing was part of the process to find a "preferred alternative," which would be sent to KSU's Board of Trustees for final approval, hopefully in March or April. Once approved, that alternative would be forwarded to the Federal Aviation Administration in Detroit for their review.

Clapper said the FAA neither approves nor denies airport master plans, but will decide whether to help fund the project.

E-mail:

cmurphy@recordpub.com
Phone: (330) 673-3491

LORAIN

Man charged in death of wife

Police: Students on way to library saw shooting

Associated Press

LORAIN — A crowd of elementary and middle school students on their way to a public library saw a man shoot his wife to death in the parking lot, police said.

George Kallas, 62, shot the assistant librarian five times as she entered her job then walked calmly into the library and sat down near an auxiliary police officer on duty, authorities said.

Some students just out of

charge of aggravated murder. Lorain Municipal Judge Thomas Elwell set bond at \$1 million and certified the charge for review by a Lorain County grand jury.

Attorney Kenneth Lieux, who represented Kallas, said his client had been married about 40 years, raised three children and retired from the city's Ford Motor Co. plant.

"I'd say he's pretty much in shock," Lieux said. Besides entering his plea, Kallas said



KSU airport adds Edinburg option

By Mike Sever
Record-Courier staff writer

Kent State University will hold another public meeting on the master plan for its airport operations at 7 p.m. Wednesday in the Stow City Hall.

This one will cover various alternatives being explored for the airport's air operations.

The latest draft of the plan is available through the university's Web site at <http://www.kent.edu/airport/Ma>

sterPlan.cfm.

The draft document outlines several different alternatives, from doing nothing, to building a new facility with a possible site in Edinburg as an illustration. The report says five alternatives were excluded from further review because of high costs — from \$38 million to over \$40 million in each case.

Public comment on the plan will be used to determine future

See Option, page A10

Option

From page A1

airport activity, growth and development options.

Thomas Clapper, spokesman for the university airport, said copies of the report also are available for review at the reference desk of the Stow Public Library. Public comment may be made through the Web site as well.

One alternative missing from the draft is moving operations to the Akron-Fulton Airport near downtown Akron.

"Akron-Fulton dropped out

pretty early ... it's topography is not real conducive to flight training activities," Clapper said. The airport's distance from the university also is a deterrent, he said.

Of the still active alternatives, costs range from \$1.69 million for the "do nothing" alternative up to \$23 million.

All but two of the alternatives deal with improvements and changes to the existing Kent State University Airport in Stow.

Alternative 7 would relocate the university's air programs to the Portage County Regional Airport in Shalersville, with a price tag of \$5.4 million.

Alternative 6 would relocate to a new airport facility at a cost of \$20.8 million. The draft plan identifies a potential site in Edinburg, west of S.R. 183 and north of Giddings Road. Stroup Road would be cut in this scenario.

Clapper said the Edinburg alternative is in because "it was an FAA requirement of us to look at an entire new site."

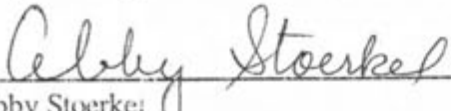
One more public comment session will be held in February. No date has been set, Clapper said.

"In that session, we will look at the economic analysis and environmental impacts," Clapper said.

019540

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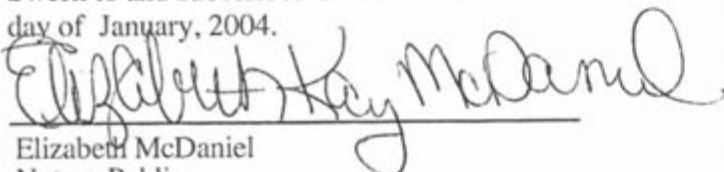
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**** NOTICE OF A PUBLIC MEETING ****

Purpose: Kent State University
Airport Master Plan

When: Wednesday, January 21, 2004
@ 7:00 P.M.

Where: Stow City Hall

The Kent State University Airport is currently conducting an Airport Master Plan, and is seeking input from the local community. The public meeting will concentrate on several development alternatives for the airport. A current copy of the draft airport master plan is available at: <http://www.kent.edu/airport/MasterPlan.cfm>.

Jan. 4, 11, 18 - 09520610

Letters

Stow should 'welcome' airport upsize

As a Stow resident, I would like to see the expansion of the airport, and I believe any improvements to the city or airport should be welcome. I live across the street from the airport and still am awed by flight.

The noise is really not as bad as some make it out to be. I have become rather accustomed to it. After reading the article in the Dec. 14 *Stow Sentry*, I was surprised by the negative reaction.

As far as the concerns of Pambi residents, the KSU Airport was there prior to any of

those homes. Where do people get off by wanting to change something that was there prior to them? I knew there was an airport when I bought my home 10 years ago, just as I knew where there were schools, shopping and highways.

I am so tired of sacrificing the many for the few. The KSU flight program is one to be admired, as shown by the huge turnout for Aviation Day. I would much rather see another plane than another 200 cars for a shopping plaza.

This issue is not any differ-

ent than the residents of Brook Park that don't like the noise of Cleveland Hopkins Airport. Did they bother to drive the community before buying a home, or were they under the impression that once they moved in people would just bow down to meet their needs?

I say expand the airport — it was there first! If people don't like it, then move. The next thing people will complain about is the trains. Let's see them fight the railroad on that one.

Nancy Friess
Stow

Making Connections

LEGISLATORS

U.S. House — 14th Congressional District

Steven LaTourette.....800-447-0529
1 Victoria Place, Room 320, Painesville, Ohio 44077

U.S. Senate

George Voinovich.....202-224-3353
B-34 Dirksen Office Building, Washington, D.C. 20510
Michael DeWine.....202-224-2315
140 Russell Office Building, Washington, D.C. 20510

Ohio House — 42nd District

John Widowfield.....614-466-1177
77 South High Street, 13th floor, Columbus, Ohio 43215

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| L. Denton | 3320 Hiwood Ave. | \$169,900 |
| | 3850 Lake Run Blvd. | \$90,000 |
| | 2182 Lynnwood Dr. | \$53,250 |
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| Hariz | 1011 Howard Dr. | \$174,000 |
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| and Mirtha R Munoz | 100 Northwest Ave. | \$138,000 |
| ston | 813 Olde Orchard Dr. | \$215,500 |
| | 390 Southeast Ave. | \$179,000 |
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| y Kiemer | 9395 Fairfield Dr. | \$180,000 |
| Andrea L. New | 9727 Idlewood Dr. E | \$111,000 |
| e Radford | 1232 Sharonbrook Dr. | \$226,000 |
| Huss | 2199 Sherwin Dr. | \$155,000 |

* Notice of a Public Meeting *

Purpose: Kent State University Airport Master Plan

When: Wednesday, January 21, 2004 @ 7:00 PM

Where: Stow City Hall

The Kent State University Airport is currently conducting an Airport Master Plan, and is seeking input from the local community. The information in these chapters will be utilized to determine future airport activity, growth, and development options. Chapters one thru three are available on our website: <http://www.kent.edu/airport/MasterPlan.cfm>

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will be accepted from both individuals and groups. There will be a \$3 entry fee for the first item entered and each additional item will be \$1. There is no entry fee for students under age 17.

"Best of Show" and "Popular Choice" winners will receive a \$25 cash prize. Three judges' choice awards will also be given.

Due to limited display space, framed entries may not exceed 37 inches in any direction. A limit of four quilts may be entered per person.

Entries will be accepted March 13 from 10 a.m. to 4:30 p.m. and March 14 from 1:30 to 4:30 p.m. No entries will be accepted after these times. Judging will be on March 15.

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