Airport (Don Scott Field)

For information on the purchase of the land for the airport, see: Board of Trustee Meeting Minutes for May 11, 1942 and October 8, 1969. The University purchased this land, it was not a gift.

Airport Master Plans and a Report can be found on Shelf 43, Room 109.
July 9, 1942

Dear Major:

As I guess you know, I have been in the Henry Ford Hospital for a little over two weeks; consequently, I did not receive your prized communication of June 17 until yesterday evening when George brought it out to our home. I am very grateful for the kind and complimentary expressions it contains, also very happy to be enrolled as a member of the Civil Air Patrol, and almost needless to add, glad to serve under the direction of my son George. He is one hundred percent good in every time and place, and so are you.

Every effort is being made to provide the University with an air field adequate not alone for present necessities but for all future requirements in the development of aeronautics.

Considering the fact that Ohio is the birthplace of the airship, it is eminently proper that this should become and remain the center of aeronautical development.

I know the President of the University has a definite vision of this possibility, also that Governor Bricker is actively sympathetic with it, and I hope when your services are no longer required in Washington you may be in charge of this development because within my ken there is no one as competent as you to do just that kind of job, and while I may have very little to say about it, still I have the liveliest hope that it will be realized.

With kindest regards, I am

Very sincerely,

Julius F. Stone.

Major Earl L. Johnson
National Commander
Civil Air Defense
Washington, D. C.

From RG: 1/b-1, Julius Stone Papers, Folder "C" Misc.: 1936-1947 (Box 3)
I. Existing Facility

A. Location--Don Scott Field is located in the northwest sector of the Columbus Metropolitan Area, within a rough rectangle formed by State Route 161, Sawmill Road, Case Road, and Godown Road. (See Figure 1.)

B. Runways--The two existing runways form a "T" as shown on Figure 1. The maximum length of any existing runway in one direction is 2200 feet (southwest-northeast).

C. Land owned by The Ohio State University in the Don Scott Field area is shown on the area map in Figure 1.

D. Buildings in the Don Scott Field area. (See Figure 2.)

1. University Buildings
   (a) Three Hangars
      a. Storage (administrative area and classrooms)
      b. Maintenance Shop
      c. Aeronautical Engineering Laboratory
   (b) Classroom Building (Prefab)
   (c) Operations Building (offices and quarters for transient pilots)
   (d) Paint Shed
   (e) Aeronautical Engineering Laboratory (new)
   (f) Swine Evaluation Station and Related Buildings (south of Case Road)

2. Ohio Aviation Board (Ohio Department of Commerce)
   (a) One Storage Hangar (administrative offices)

3. Ohio Air National Guard
   (a) Two Storage Hangars (12 aircraft)

II. Need for Addition to Existing Facility

The School of Aviation and the airport will be playing an increasing role of service to the university. Enrollment in the School of Aviation is expected to grow as aviation becomes more and more a part of everyday living.
The responsibility in further development of the executive travel service and increasing contacts between the university and other functions of the State of Ohio will increase traffic.

A report* prepared by the Civil Aeronautics Administration in 1955 at the request of the City of Columbus indicated that there is a distinct need for a supplementary public airport in the north or northwest quadrant of the Columbus Metropolitan area. This report recommended that Don Scott Field was the facility at which development should take place, if an agreement could be reached between the city and the university as to public use of this university facility.

III. Measure of the Need for Expansion of Don Scott Field

At present Don Scott Field is considered to be a secondary airport having the potential of a feeder airport. A new east-west runway cleared for instrument operation will turn this potential into reality.

The probable future use of more multiple-engine aircraft will make it advisable to provide a runway longer than those now existing. This longer runway is imperative if these larger aircraft are used for teaching purposes, since student pilots must have a greater margin of safety than that required by more experienced operators.

If Don Scott Field is to be opened to the public as a feeder-type airfield, a basic runway 100 feet in width and from 3001 to 3500 feet in length would be required. If it is to be classified as an instrument runway, an eventuality we must plan for, a width of 150 feet and a length of from 3501 feet to 4000 feet would be required. The School of Aviation and the College of Engineering estimate that a runway of 5000 feet should provide for any foreseeable future needs of the university.

IV. Location Criteria

A. CAA Policy--The CAA recommended in the 1955 report referred to in the footnote below that the primary runway at Don Scott Field be developed in an east-west direction, and this recommendation was repeated in conferences with CAA officials in March 1958 and in letters from Mr. E. H. Scofield, District Airport Engineer of the CAA dated March 21, 1958 and April 25, 1958. Also, a master

*Study of the Needs for a Supplementary Airport to Serve the Columbus, Ohio Area. Chargois, Arthur F., Airport Planning Engineer, CAA Airports Division, Region 1, New York: June 1, 1955, p. 8.
plan study prepared by the CAA Airports Division, Region 1, and dated April 12, 1958, shows a major new runway in an east-west direction with no extension of present runways except a possible connection between the east portion of the new runway and the existing northwest-southeast runway.

B. Topography--The east-west runway would be developed on the top of the hill on which Don Scott Field is now located. Excess grading should not be necessary since a longitudinal slope of 2% is allowable on runways of the type under consideration. Existing overall slope of the land on which the runway is proposed does not appear to exceed 1%, based on existing topographical maps.

C. Power Line West of Sawmill Road--This is a Columbus and Southern Ohio Electric Company high voltage main power line running to the sub-station at Case Road and Sawmill Road. The west limit of the proposed runway is dictated by the height of the towers carrying these lines.

V. Runway Location

Figure 2 shows proposed runway location, with its ultimate length of 5000 feet, in relation to university-owned land in the area. The proposed runway has been located substantially parallel to major Port Columbus runways. Official CAA approval of the final runway location will be sought.

VI. Land Acquisition

The Ohio State University should acquire an adequate property interest in land under runway clear zones with all practicable speed. The university should immediately undertake acquisition of land designated on Figure 3 as necessary. If the university applies for, and is granted Federal aid for airport development, control of land under clear zones normally becomes mandatory.

Other land that it would be desirable for the university to own is shown on Figure 3.

VII. Preliminary Designation of Areas for Development

Areas for development are restricted by set-back requirements established by CAA standards. The development of these areas will be detailed by further study with regard to university policy, future needs, timing, financing, and other factors pertinent to such development.

Office of University Plant Studies
John H. Herrick, Director
James W. Clark, Campus Planner

January 9, 1959
Don Scott Airport History, Facilities, Are Impressive

In 1942 Ohio State purchased 400 acres on Case Road northwest of the campus to construct a training field for naval aviation cadets. The field was named for an Ohio State alumnus who died in 1942 when his bomber crashed in England. His name was Don Scott.

After the war Ohio State added flight training to its curriculum. By 1959 Don Scott had two 2,000-foot runways and several storage hangars. Early in 1959 plans were made to improve Don Scott Field to provide for instrument landings. A new, 3,000-foot, east-west runway was planned.

Don Scott recorded 35,000 operations (landings or take-offs) in 1960 and had become a center for air research in Ohio. Don Scott's east-west runway was lengthened in 1962 by 600 feet.

By 1967 Don Scott boasted of a 4,400-foot runway, high intensity landing lights, and the accidental landing by a Boeing 707 jetliner when the pilot mistook Don Scott for Port Columbus Airport.

Today Don Scott is a controlled instrument landing field. Don Scott's present control tower is being moved and enlarged to allow Federal Aviation Authority crews to monitor the positions of more aircraft in instrument approaches.

Don Scott has facilities to store, refuel and repair everything, including small executive jets.

By LEANNE McLAUGHLIN

Don Scott Field Ohio's fourth busiest airport, is unsafe and should be replaced, Nornan Crabtree, director of aviation for the State of Ohio, charged Thursday.

Crabtree said he has tried unsuccessfully for five years to get the Federal Aviation Administration to act on the construction of a proposed $300,000 tower at the field.

"The FAA better get busy before something bad happens," Crabtree warned.

Windows Reflect Light

The present tower, which dates from 1942, is 26 feet tall and has straight windows which reflect light, he said.

"A visitor in the tower Wednesday night looked through those windows and saw what he thought was two planes heading directly toward each other," Crabtree recalled. "On closer inspection, the controllers realized that it was just a reflection from an incoming plane."

He said slanted windows would solve the glare problem.

Tower Too Short

Crabtree also said that the position of the tower prevents controllers from watching low flying planes make their final approach.

"The tower isn't tall enough to see all the planes taxing out on the runway," he said.

The FAA originally had planned to have a new 50-foot facility in operation by July, 1970, "but construction still hasn't started," Crabtree said.

"In the two month period between when the cost estimates were made and the bids were received, prices have gone up, and the law says the FAA can't accept any bid above the estimate," Crabtree explained.

Fourth Busiest Airport

He said that Don Scott is the fourth busiest airport in Ohio.

Columbus, Cleveland and Dayton airports rank first, second and third, respectively.

The Greater Cincinnati Airport is located in Boone County, Kentucky. "Some days we have over 1,000 movements and last year we had..."
OSU To Buy Land

The Ohio State University has given Ohio State University the green light on proposed land purchases totaling more than $1 million.

On the University's shopping list is a 155-acre tract bordering Don Scott Field, which will cost approximately $930,000, or $6,000 an acre.

The rest of the money will be used to purchase 15 acres in Marysville, Ohio.

The land adjacent to Don Scott Field will be used for the relocation of agriculture facilities according to Roy M. Kottman, dean of the College of Agriculture.

Specifically, these facilities will be a livestock instruction and research center, sheep research barns, horse barns, beef research buildings and a multi-purpose building, according to Kottman.

Kottman said the new land will provide a clear zone for a proposed runway at Don Scott Field, one of Ohio's busiest airports.

The Marysville tract includes a small veterinary hospital and a house which has been earmarked for "clinical training of sixth and seventh year veterinary students," according to Clarence R. Cole, dean of the College of Veterinary Medicine.

Cole said acquisition of the land plus the completion of an $8 million veterinary hospital on campus will enable the college to increase its enrollment from 318 to 438 by 1971.

FAA Vetoes New Tower At Don Scott

By BONNIE SCHWARTZ
10-27-69 Lantern Staff Writer

The Federal Aviation Agency (FAA) is fully aware of the problems that exist with the Don Scott Air Field control tower, according to William Farmen, acting chief controller.

"The government cannot see its way clear financially to start a new tower," he said. "A new one was supposed to be completed by next June, but the government decided the bids were too high. We were ready to dig ground when they called and told us the deal was off."

"We don't know when or even if they plan to rebuild the tower now," Farmen said. "That's the part that hurts."

Norman Crabtree, director of aviation for the State of Ohio, charged Thursday that the tower is unsafe, and needs to be replaced.

He said the tower, 26 feet high, is too short, and has straight windows which reflect light, causing unsafe double images.

"There is a wealth of information here, but someone with an aviation background would have to observe the tower to appreciate the problems," Farmen said.

When asked about reports of near-misses at the airport, Farmen replied that he didn't feel free to comment.

He also said the problems at the tower have not been exaggerated.

"If anything, they have been understated," he said.

"Let's face it, we are the front door to the University community," he said.

He said the present facilities are too cramped.

"My controllers must work at a disadvantage with all that glare, and Ohio State students must go to Delaware and Marion to complete their flight training," he said.

"The longer the FAA waits, the higher the costs will go and we'll never get the tower," Crabtree said. "I am very concerned with the amount of traffic we now must handle in inadequate facilities. I want the FAA to get moving."

"185,000," Crabtree noted. "The FAA only requires 24,000 movements before they fund a tower, but they still haven't acted on ours."

Increased Traffic Expected

Crabtree said he is anticipating increased air traffic at Don Scott in the future.

"We're now doing a tremendous job of relieving air traffic at Port Columbus and in coming years, we'll be handling aircraft which serves the northwest section of Columbus."

Crabtree said that the field is part of the Ohio State economy.
University Will Begin Airport Improvements

By JOSEPH L. WAGNER

Ohio State will correct the "structural deficiencies" in the 26-foot high flight control tower at Don Scott Field, according to Gordon B. Carson, vice president of business and finance.

Carson said he received a letter from D.A. Willis, chief of the Air Traffic Branch of the Federal Aviation Administration (F.A.A.) requesting assistance in replacing the present window panes with tinted insulated glass, tilted to an angle that meets standard criteria.

Norman Crabtree, director of aviation for Ohio, warned the F.A.A. to "get busy before something bad happens." Crabtree said the straight windows at the airfield create optical illusions.

According to Carson, the University will install windows slanted at a 15 degree angle and construct a new roof. Ohio State will pay construction costs because federal law prohibits government agencies from "improving on leased structures" Willis explained.

Willis said the F.A.A. would then "renegotiate the present lease agreement with Ohio State to provide assistance in amortizing the cost."

The improvements would be made within eight to 10 weeks.

"Don Scott will then have a tower as good as many towers in the country," Carson said.

"However," Carson added, "we hope the F.A.A. will persist in plans to build a new tower."

The F.A.A. originally had planned to have a new 50-foot tower in operation by July, 1970. But rising costs, according to the F.A.A., have pushed bids above estimates. Federal law requires the F.A.A. to reject bids above the estimate."
Safety Award
Given Mechanic
At Don Scott

Charles W. "Kelly" Kellenbarger, chief mechanic at Don Scott Field, was recently awarded the Aviation Mechanic Safety Award for Ohio for 1969 by the Federal Aviation Agency (FAA).

The award was given for his "consistent demonstration of a high level of professionalism and excellence in the performance of his duties that resulted in increased reliability and safety in aviation."

G. Courtney Chapman, director of Don Scott flight operations, said Kellenbarger continually gave "quality maintenance and a personal example that inspired safe attitudes and conduct in the mechanics, flight line personnel and pilots."

"Kellenbarger is the conscience of the airport when it comes to fire and crash protection," Chapman said.

He said, "Kellenbarger is the type of man who will fix a plane any time of the day or night."

Kellenbarger became interested in flying while still a youth in Clarksville. He helped take care of his neighborhood doctor's airplane and began flying at 16.

He designed and built his own agricultural plane in 1950. During World War II Kellenbarger repaired planes and worked for the government.

"After the war I got tired of sitting at my desk, so I returned to being a mechanic," he said. "I like to do things with my hands."

Kellenbarger has been at Don Scott since 1945.

"The whole airport is proud of Kelly because of his many contributions to the field," Chapman said.

He said Kellenbarger also continually "punches" for added fire protection and organizes the airport's fire safety and first aid programs.

Kellenbarger received 11 letters of commendation for the award and was picked over 27 other Ohio mechanics.
Airplanes held 'high' at OSU

By Lorrie Secrest

January 4, 1972

Airplanes have benefitted Ohio State since 1917.

That was the year Charles F. Kettering became the first member of the Board of Trustees to arrive at the University by airplane for a trustees meeting, according to G. Stacy Weislogel, assistant professor of aviation in the College of Engineering.

On May 24, 1928, Lt. MacReady, holder of the world's altitude record, landed his Waco biplane on the Oval in celebration of Engineer's Day.

MacReady, dressed in knickerbockers, was greeted by then Dean of Engineering E.A. Hitchcock.

The Lantern reported MacReady had no difficulty landing on the Oval, but that on takeoff, the plane almost became tangled in the trees.

Another unusual landing happened in July 1967 when a 707 Boeing airliner landed at the University airport by mistake. One reason the plane was able to take off is because the airport has a 4,400-foot runway.

"The Ohio State University Airport has grown with aviation activity and the needs of the community," Weislogel said.

The airport currently consists of about 600 acres with the department offices located on the field. It now has three hard surface runways, he said.

According to Weislogel, the University has a fleet of nearly 20 aircraft ranging from two-place trainers to executive DC-3s, ground based trainers operated by the department, two link trainers and two procedure trainers. In addition, he said a simulator laboratory and aviation classroom are maintained on campus.

Weislogel said other facilities include a fire-crash rescue facility, storage, maintenance, and hangars.

He said about 170 business, private and government owned aircraft are based on the airport. In addition, he said offices of the Ohio Army National Guard and the State of Ohio Division of Aviation are also based on the airport.

A student may enroll in courses of the Department of Aviation with the objective of obtaining a broad knowledge of aviation, or to produce a background in support of his major area of study, Weislogel said.

Weislogel said at present approximately 200 students receive flight instruction each year for one or more of the pilot certificates and ratings, from the Private Pilot Certificate through the Airline Transport Pilot Certificate.

Weislogel said the Department of Aviation's full time faculty and staff number more than 40. Seven of these hold faculty appointments, and each holds a pilot certificate. All but one are Federal Aviation Agency (FAA) flight instructors. He said three faculty members are FAA designated flight examiners.
COLUMBUS, O., Feb. 4. -- Plans for improvement of runways and other facilities at the Ohio State University Airport were approved Friday (2/4) by the university's Board of Trustees.

The work is to be financed through a grant from the Federal Aviation Administration under the federal aid program for airport development, without state assistance.

University President Novice G. Fawcett said that federal sources have given assurance that award of the grant is imminent.

The project will include extension of the airport's existing primary east-west runway 600 feet to the west. This will bring the total length of the runway to 5,000 feet, as called for in the university's master plan for the airport. The extension will provide greater safety for flight operations and will permit aircraft taking off toward the east to gain higher altitude before passing over residential areas.

A hard-surface parallel training runway will replace an existing sod runway at the northern edge of the airport property. Other items will include new and resurfaced taxiways, hard-surface parking areas to replace existing sod tie-down areas, improved lighting and connections for

(MORE)
new state and National Guard hangars with the existing runway and taxiway complex.

In another action the trustees authorized the employment of George W. Raike, Inc. consulting engineers of Ashland, O., for services on the project.

A third action by the board approved revisions required to update the university's official master plan for the airport.

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The trustees also approved plans for:

Completion of the third floor of the Center for Tomorrow, 2400 Olentangy River Rd., the last unfinished area of the university's center for continuing education, to be financed by private contributions.

A floodlighting system at Ohio Stadium for night intramural and recreational activities, to be financed from athletic reserve funds.

Renovation of the 11th floor west of University Hospital to modernize the infectious disease area.

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Several farm buildings were approved for demolition on completion, expected in March, of the new Animal Science Livestock Centers near University Airport. Buildings to be removed are: the Artillery Barn, 2170 Olentangy River Rd.; Artillery Cottage Garage and Shop, 2150 Olentangy River Rd.; Beef Cattle Barn, 2027 Plumb Hall Ct.; Dairy Cattle Barn, 1973 Plumb Hall Ct.; Hog Barn, 2003 Plumb Hall Ct.;

(MORE)
Don Scott Field gets grant

By Eric Bruce

The Federal Aviation Administration (FAA) has approved a $1.2 million allocation to Don Scott Field, to be used for runway improvement, as part of the government’s Airport Aid and Development Program (ADAP).

Plans for the improvement of runways and other facilities were approved Friday by the University’s Board of Trustees.

Jack J. Eggspuehler, director of the airfield, said the University is matching the grant with available land. No University money will be used, he said.

Consulting engineers will confer with the FAA on the plans before bidding begins sometime in March.

Improvements planned by the University are the extension of the main runway parallel to the north edge of the field.

According to Norman J. Crabtree, chief of the Ohio Commerce Department’s Division of Aviation, the new runway will more than double the utility of the airport.

“The controllers in our new FAA tower will love this,” he said. “It will cut their work in two and improve the safety of the airport. Controllers will not need to keep small planes circling, while larger, faster planes are trying to land.”

Kenneth R. Newstrom, assistant director of Don Scott Field, said with the extension of the main runway he expects an increase in corporate jet traffic. However, he is certain the airfield will never handle commercial airlines.

Also under construction at Don Scott Field is a $1.2 million complex, involving two hangars, to be finished by late June.

The new complex located at the north end of the field, accessible from Route 161, is a joint project of the state Commerce Department’s Division of Aviation and Ohio’s Air National Guard.

The state’s hangar will be the largest non-military hangar in Ohio, according to Gerald E. Chambers, the department’s chief engineer. Housed in the hangar will be planes from the Highway Department, Division of Natural Resources, Helicopter Patrol and the Division of Aviation.

The state hangar, when finished, will more than double the area of the old building. After the old building is vacated, the University will move its own aviation department into the offices.

The National Guard hangar will be used for the maintenance of 54 helicopters. Completion is expected in early spring, after the blacktop is laid.

John Cornett, assistant chief of the Division of Aviation, said the old hangar, valued at $160,000, will be traded for University land for the new hangar. A taxiway connecting it to the main runway will also be built by the University.

The Ohio Building Authority is in charge of the construction which began in August. Capital improvements bonds will be issued to the Commerce Department.
Don Scott: Busy field evolves from isolated farmland in 1942

By Jon Parsons

Farsighted school administrators and World War II pressure for military aviators resulted in the development in 1942 of a graded dirt field amid isolated farmland just seven miles northwest of the Ohio State campus. This dirt field has become the state's fourth busiest airport — Don Scott Field.

In 1939, a young man, Don Scott, quarterbacked Ohio State's Big 10 championship team and lead the conference in punting. He won seven letters, three in football, three in basketball and one in track.

Scott, an outstanding pilot as well as an athlete, was stationed in England with the Army during World War II. On Oct. 1, 1943, 23-year-old Army Capt. Scott, son of Mr. and Mrs. Charles L. Scott of North Canton, was killed on a routine training flight when bad weather closed in on his field.

Airfield named

The Board of Trustees named the airfield in honor of Scott on Nov. 1, 1943. It had been built a little more than a year before.

The airfield first began to materialize when the Board of Trustees at its May 1942 meeting decided to acquire 387 acres of land for an airport. A hangar, a maintenance building, a control tower and several offices were completed in 1943. By early 1944, two hard surface runways with taxi ways and aprons were completed.

During the war, the field was used to train Naval aviation cadets. Therefore, Ohio State's airport was unable to open for student flying instruction until Spring Quarter 1945.

155 students

Prof. Floyd C. Dockery's aviation class had 155 students that quarter. At this time, the National Research Council was conducting a project to determine vision standards for safe flying.

Seventy men and women were selected with various degrees of defective vision for flying instructions from the 155 that had enrolled.

A student could complete flight and ground school instruction at that time for $150. Since then, some 4,400 students have logged more than 172,000 hours of flying time at the field. About 200 students a year now receive flight instruction for pilot certificates and ratings at a cost of $595.

On June 6, 1965, a jet airplane landed at Don Scott Field for the first time. A year later, a giant Boeing 707 jet set down at Don Scott Airport by mistake. Authorities agreed the pilot "goofed" in mistaking the small Ohio State airport for commercial Port Columbus, but praised him for the way he handled the situation.

Bustling place

Today, the bustling airport has three hard surfaced runways, the longest being 4,400 feet, an automatic direction finding instrument approach system, 19 aircraft, four large hangars, 27 t-hangars, the FAA operated tower, maintenance shops, operations office, ready-rooms, automated food service and a restaurant.

The airfield had a total of 183,722 operations last year. The categories included in 'operations' are: air-taxi, military and civil itinerant and military and civil local. The airfield is busiest from April through October.
Airport will be improved

A $2.6 million construction project for improvement of runways and other facilities at Don Scott Field is scheduled to be completed by Saturday, according to Kenneth Newstrom, assistant airport manager. The project has been under way since July.

A new 3,000-foot east-west runway is included in the project. Newstrom said the runway will be used primarily for training flights. He said this would allow training and regular flights at the same time.

It also should reduce noise in the residential area at the end of the present east-west runway, he said.

"Some of the people have been complaining about the noise," he said. While it will not be eliminated completely, residents will not have to listen to the almost continuous noise in that one area, Newstrom said.

The existing east-west runway will be extended from 4,400 to 5,000 feet. Newstrom said this would enable some larger, corporate aircraft to land on the runway.

New hard surface taxiways will connect the runways to the new National Guard and State Division of Aviation buildings.

A new hard surface parking area will replace existing sod tie-down areas.

In addition, the runway lights will be upgraded to a higher intensity lighting system for greater safety, according to Newstrom.

Newstrom said wet weather has held up paving operations, but he still hopes the project can be completed by Saturday.

Flight training enriches responsibility acceptance

By Pat Huston

Northwest of Ohio State's main campus is a part of the University that most students do not venture to every day - Don Scott Field.

But the number of those students who come at least once a week is increasing as the interest in flight training grows, according to Jack J. Eggspuehler, manager at the field.

Ten instructors teach students different levels of flight training at Ohio State, he said. Students can receive ratings from private pilot (one who can have passengers) to airline transport pilot.

"The wonderful thing about flight training is that a student and teacher can meet on a one-to-one basis," Eggspuehler said. "There are also more jobs available in aviation in recent years."

The director said he finds a personal satisfaction in watching students in their teens or early 20s "learning to demonstrate their ability to be responsible."

"He's in that plane and knows he's responsible for the aircraft, its takeoff and everything thereafter," Eggspuehler said. "You see a marvelous maturing effect."

He reported "fender-bender" accidents with minor injuries to be "as common as in any other airfield," but said no fatalities have occurred in the flight training program since it began in 1945.

University-owned planes at the field, according to Eggspuehler. The planes are also used to transport officials to meetings and faculty to branch campuses.

An additional 200 privately or corporately-owned airplanes are guarded on the field's 524 acres, he said. They come and go on the field's three runways, the longest of which is 4,400 feet.

A $2.6 million expansion program, now under way, will widen Ohio State's aviation program and bring Don Scott Field closer to being the fourth busiest general airport in the state, Eggspuehler said. The field now ranks fifth.

Lack of "at least five good days of weather" hindered the project's completion set for during Autumn Quarter, he said.

The project includes extension of the east-west runway, construction of a new runway parallel to the east-west one, new lighting and more parking space.

Eggspuehler, chairman of the Department of Aviation, teaches Aviation 415, an advanced course, and gives student flight checks.

He was recently appointed by the Federal Aviation Administration to a National Aviation Accident Prevention Committee. Eggspuehler and other members are researching major crashes in hopes of drawing up guidelines for prevention of future accidents, he said.

His wife, Joan, teaches aviation at Upper Arlington High School.
Rain delays expansion of OSU airport runway

By Morris P. Fertig

The scheduled completion of a $1.3 million runway expansion project at Don Scott Field in October was delayed at least eight months due to the heavy, autumn rainfall, according to Kenneth Newstrom, airport assistant manager.

"We probably won't get started on the completion of the project until late May," Newstrom said. By then, he said, the project would still be "about 30 to 45 days away from completion."

Newstrom said that while the 3,000-foot new runway is already paved, the taxiways leading to and from it are not. He said the 600-foot extension to the old runway is not yet paved either.

Busy airport

Don Scott Field is Ohio's fourth busiest airport. Newstrom said under the existing system, the runway space is insufficient to handle all the training and business activity. With the expansion, he said, the new facilities "should smooth the flow of traffic among the various entities that utilize the facilities."

Add 3,600-feet

Newstrom said that when the project is finished, larger aircraft and business planes will use the east-west runway. Training aircraft will be restricted to the north-south runways.

The runway improvement project, partially funded by the Federal Aid to Airports Program, will add 3,600-feet of runwa space to Don Scott Field. Six hundred feet will be added to the 4,400-foot east-west runway, and a new 3,000-foot runway will be built north of it.

"Most of what remains to be done," Newstrom said, "is the paving of the runway surfaces." It may also be necessary to use steam rollers to flatten some of the underlying surfaces again before paving, he added.

Heavy rainfalls cited

The rain was just one reason why surfaces will have to be flattened again, Newstrom said.

The National Weather Service at Port Columbus International Airport reported that for the months of August through November, 1972, rainfall in central Ohio was measured at nine inches above normal.
University buys building, hangar
1-23-73
By Morris P. Fertig

Formal transfer of an Ohio Department of Commerce hangar and office building to Ohio State was completed last week. The University paid $150,000 for the building, located on the south side of Don Scott Field.

The commerce department vacated the building following the completion of a new $900,000 state aviation facility on the northeast corner of the airport.

Kenneth Newstrom, assistant airport manager, said that the building will be used to conduct undergraduate flight training programs. He said the building now housing the training programs is "substandard and too small."

Newstrom added that little will need to be done in the way of remodeling to ready the building for use. He said minor redecorating and plumbing work are the only changes needed.

He said the building is large enough to handle all existing training programs.

Jon Christensen, public information officer for the commerce department, said the new state aviation facility was built by the Ohio Department of Public Works.

In addition to the State Division of Aviation, Christensen said, the new facility will house offices of the Department of Natural Resources, Highway Safety Department and the Department of Transportation.

He said the transfer of the old building puts all state aviation property on the north side of the airport, and all Ohio State facilities on the south side.

'Down to earth' idea

Airport aids landing

By Cameron MacArthur
10-24-74

A new $200,000 instrument landing system being constructed at Ohio State’s Don Scott Field this fall is progressing as scheduled according to Kenneth Newstrom, assistant airport manager.

Construction was started on the project early this month, Newstrom said, and should be completed by late November. The system will not be operational from a legal standpoint for about 90 days after it is completed, however, so that the Federal Aviation Agency (FAA) can evaluate it.

THE NEW system will not change the type of planes using Don Scott Field and will not change the physical appearance of the airport, but it will make landings safer for planes using Instrument Flight Rules (IFR) while approaching the field, Newstrom said.

The present system, for planes to find the airport by other than visual means is for planes to "home in" on a non-directional radio beam transmitted at a fixed frequency from a location near the airport.

The new system guides the landing plane by means of a "localizer" and an automatic glide slope angle determiner which guides the plane to the center line of the runway and to the "threshold" or end of the runway, according to Newstrom.

If an approaching pilot does not see the runway by the time he is within one mile of it, he must abort the landing and circle around for another try. Under the new system, this minimum sighting distance will be cut in about half, Newstrom said.

Newstrom said the reason behind the 90-day trial period is that this is a pilot project for the company installing the instrument landing system.

Both the FAA and Wilcox Electronics of Kansas City, Mo., the manufacturer, will monitor the system to be sure that it works properly. Newstrom said that pilots may use it during the trial system, but that in the event of a failure, they could not legally blame either Wilcox, the FAA or the airport.

The FAA is also paying for the initial installation and for maintenance once the system is in operation, Newstrom said, noting that airports qualify for such systems on the basis of number of take-offs and landings under instrument condition per year. The minimum number is between 600 and 700, Newstrom said.

THE SYSTEM will only work for one of the runways at Don Scott Field, and that is the 5,000-foot east-west runway "nine right," Newstrom said. This runway is capable of handling only the smallest of commercial jets and smaller planes, the heaviest of which weigh between 50,000 and 80,000 pounds.

Newstrom added that he knows the runway can hold more weight than 80,000 pounds because a Boeing 707 weighing nearly three times that figure accidentally landed at Don Scott Field a few years ago.
COLUMBUS, 0., July 12.—Ohio State University officials Friday (7/12) received authority from the Board of Trustees to proceed with plans to lease an additional half-acre at Don Scott Field, the university airport, to the Federal Aviation Administration.

The property would provide an antenna site for an instrument landing system to be installed by the FAA as a major safety measure at the airport.

The trustees authorized university officials to request that the Ohio Division of Public Works develop the lease, which would supplement a 1973 agreement under which the FAA leased 3 1/4 acres at the airport.

The original lease was for installation of a visual approach lighting system (MALS), completed last fall, to aid pilots in transition from instrument approach to visual approach in landing. Addition of the electronic instrument landing equipment will complete the FAA project and provide a highly sophisticated landing system, airport officials said.

The project is financed by the federal agency.

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The trustees approved a recommendation to hire the (MORE)
Construction - 2

Columbus engineering firm of Jones-Stuckey, Ltd., for services on a project to improve traffic control and access to the campus from Tuttle Park Place on the North side of the campus. The firm will make a traffic study, draw plans and supervise construction for the project, which will include approaches to the Tuttle-Woodruff parking lots and the new Northwest Parking Ramp, now nearing completion west of Neil Ave. Estimated total cost of the improvement project is $250,000.

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Contract awards totaling $235,647 for construction of the Jackson County Area Extension Center were reported to the board. The Extension Center, a mile southeast of Jackson on State Route 93, will serve a nine-county area. Low bidders were: general contract, Don King Construction, Jackson, $107,600; plumbing, A.J. Stockmeister, Jackson, $29,987; heating, ventilating and air conditioning, A.J. Stockmeister, $54,060, and electric, West End Electric Company, Inc., Portsmouth, $44,000.

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Other contracts totaling $165,936 were reported to the trustees for adding 400 spaces to the parking facility at Ohio State's Newark Campus. Low bid on the general contract was $147,156 from Newark Asphalt Paving of Newark. The McKown Electric Company of Mt. Vernon submitted the low bid of $18,780 for electrical work.

(MORE)
The board authorized officials to proceed with purchase of property at 243 W. 10th Ave. in Columbus from Mrs. Helen L. Crane for $8,100. The tract at the south edge of the university is in the area of the proposed campus loop road.

-wfr-
Don Scott flights brings fire

By JERRY CONDO

Mayor Tom Moody and some residents of Northwest Columbus don't appear too happy about a Wright Airlines, Inc., contract enabling it to fly into Don Scott Field daily.

Moody asked City Attorney James Hughes Tuesday to attempt to reopen the case in which the Civil Aeronautics Board (CAB) granted Wright the right to operate a Cleveland-Columbus commuter service using Don Scott Field.

MOODY SAID he was not opposing the service, but does want the case reopened "in order to provide an opportunity for the government of the City of Columbus and for the people of the city to be heard in this issue."

In a five-page letter to Hughes, Moody said contrary to information on file with the CAB, neither he nor Daniel Ginty, superintendent of airports, received a copy of the Wright application for service.

Wright began a daily commuter service—three trips each way—Sept. 29 from Don Scott Field to Burke Lakefront Airport.

MEANWHILE, Hughes said late Tuesday he has arranged a meeting Oct. 16 in Washington, D.C., to discuss having a law firm there represent the city in an attempt to get the CAB to reopen the matter.

Hughes said it is likely legislation will go to City Council Oct. 20 seeking authorization to hire the outside legal expertise.

Moody noted the file of the CAB "discloses that a certificate of service was signed by counsel for Wright on June 10, indicating the mayor of Columbus and the Columbus superintendent of airports had been served a copy of the Wright application.

"BOTH GINTY AND I are prepared to sign an affidavit that we did not receive the documents," said Moody in the letter.

The mayor said he has been questioned as to why the city did not make any response to the application. The city had nothing to respond to, according to Moody.

The mayor called attention in his letter to the fact very few of the letters supporting the proposed service, attached to the application, came from the Columbus area.

MOODY questioned CAB statements that the Wright service will serve "less congested airports more convenient to the cities involved."

"It is my understanding that Don Scott is the third or fourth busiest airport in the state of Ohio while (Port Columbus) is the second busi-
est," said Moody in the letter to Hughes.

The mayor said he "cannot personally conclude that Don Scott is more convenient to the city of Columbus than is (Port Columbus) since both of them are within the corporate limits of Columbus and approximately the same distance in driving time."

MOODY NOTED in the letter that he has received a letter from the president of the Sycamore Hills Civic Association, and had conversations with two residents of Indian Hills subdivision, who are also members of the Action Committee for Northwest Columbus, about the operations in and out of Don Scott.

Moody, who lives at 945 Stony Creek Rd. and whose home is relatively close to Don Scott, said airplanes flying over his house do not bother him.

Moody said his "objection is to the obvious violations of procedure and to the double talk which has been given to officials and citizens at all stages of their attempts to inquire into this matter."
OSU Doubts Legality Of Airfield Use

An Ohio State University official said Friday that Wright Airlines may be using Don Scott Field illegally for daily commuter flights between Cleveland and Columbus because it doesn't have a contract with the university.

Meanwhile, the city of Columbus filed a protest Friday with the federal Civil Aeronautics Board (CAB) against the commuter flights.

EDWARD Q. MOULTON, vice president for business and administration at OSU, said no contract has been signed between the university and Wright, even though the CAB has approved the commuter flights.

Moulton even said, "We do not acknowledge they (Wright planes) have the right to land or take off at Don Scott. They may have, but we have not stipulated that," he said.

"We don't wish to be in a position of providing a public service which the public doesn't want," Moulton said.

ASKED how Wright could start using the field for commuter flights without a contract with the university, Moulton said, "That's unclear in my mind, too."

"It's my understanding that initially there was a deal between the Ohio Division of Aviation and Wright and that some of our people tried to assist them in anticipation of a contract," he said.

The Dispatch was unable to contact officials of either Wright or the Ohio Division of Aviation for comment Friday.

MOULTON SAID Wright is trying to negotiate a contract with OSU for the use of the field and facilities.

"We are looking very carefully at the protests (over the flights)," he said.

The city is complaining that the mayor and superintendent of airports were not notified before the flights began and that the CAB did not do an environmental impact study before it approved the flights, City Atty. James Hughes reported.

HE SAID the city is arguing that the CAB should be required to make the study and to hold a public hearing on the matter.

Assistant City Atty. Ritchey Hollenbaugh went to Washington, D.C., Thursday where he met with U.S. Rep. Chalmers P. Wylie, R-Columbus, who had scheduled appointments with CAB officials, Hughes said.

He said he and Hollenbaugh will go to Washington next week to "get a firm idea of the next procedural steps, an estimate of the (legal) costs (of a protest) and the chances of success or failure."

HUGHES SAID he plans to ask the Columbus City Council on Oct. 20 if it wants to appropriate money to hire a Washington law firm to fight the case.

Residents near Don Scott Field have complained that they were not given a chance to fight the approval given Wright by the CAB.

Some said they fear it would be a step toward more commercial flights in and out of Don Scott which has been a training facility and base for individually owned planes.
Flight contract talk set

By Gary Hemphill

Wright Airlines, which does not currently have a contract for its commuter flights from Don Scott Field with the University, will meet with University administrators today.

The University, which owns the airfield, and Wright Airlines are expected to discuss the contract.

WRIGHT'S contract difficulties come at a time when Columbus Mayor Tom Moody has received a petition with more than 2,000 signatures complaining about the noise level of the six new flights to Cleveland from the airfield.

A Wright official would only say that the complaints are not justified.

The complaints, filed by the Sycamore Hills Civic Association, are the basis for legal action by the city because City Hall had not received an application for the flights until after they began, said City Attorney James J. Hughes.

WRIGHT AIRLINES claims that an application was sent in the mail before the flights began Sept. 29.

Moody has asked Hughes to look into the matter because information on file with the Civil Aeronautics Board (CAB), which granted permission for the flights, is contrary to his own information concerning the time City Hall received the application, Moody said.

HUGHES SAID a protest was filed with the CAB because of the failure of the airlines to notify the city and because the CAB has not performed an environmental impact study.

Moody wants the situation looked into "to provide an opportunity for the government of the City of Columbus and for the people of the city to be heard in this issue."

However, Moody, who lives near Don Scott Field, said the airplanes do not bother him.

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Board questions use of airport

By Gary Hemphill

The Board of Trustees gave President Harold L. Enarson the upper hand in dealing with the Wright Airlines flight contract, and at the same meeting Tuesday questioned how the airlines could use Don Scott Field without University permission.

Wright began six daily commuter flights to and from Cleveland at the airfield Sept. 29 without a University contract. Wright failed to suspend service after being asked to do so by the University, Enarson said.

University Attorney Jacob E. Davis has been asked by Enarson to investigate the matter. Wright officials maintain they do not need a contract.

John H. Dunlap, chairman of the trustees, said "I can't understand that anybody would have the nerve to go flying in and out without permission."

TRUSTEE John L. Gushman said he did not think the trustees could do anything because "it's all a legal question."

The flights, which have been granted a permit by the Civil Aeronautics Board (CAB), are the basis for a petition with more than 2,000 signatures from the Sycamore Hills Civic Association and other area civic associations.

Jeffrey Rich, president of the Indian Hills Civic Association, claims the airport was established for the purpose of being a "training facility for pilots and aeronautical engineers."

"A gradual erosion away from that of the original intent" is the reason for making a formal complaint to the city, Rich said.

Harry Beemiller, vice president of sales for Wright Airlines, said legal counsel had advised him not to comment on these charges.

Ritchey Hoilenbaugh, assistant city attorney, said he has asked the CAB to suspend the commuter service and hold a public hearing for citizen input.
Airline Chief Defies OSU; Says Flights To Continue

By John Switzer
On The Dispatch Staff

The president of Wright Airlines of Cleveland said Thursday he is going to continue to use Ohio State University's Don Scott Field for commuter flights even though the Civil Aeronautics Board (CAB) said he must have permission from the university.

And OSU President Harold Enarson said Wednesday he has asked Wright Airlines to stop using the field. He said there is no contract between the university and Wright.

WILLIAM WILLIAMSON of the CAB, which approved flights between Cleveland and Don Scott, said Thursday, "Whether or not Wright has the right to use Don Scott is a civil matter between Wright and the owner of the field."

"If Don Scott Field does not give permission, they (Wright) can't do it," he said.

Wright has maintained that the federal government has said it can use the airport. Williamson said, "Don Scott is not a federally owned airport and we have no right to tell them that Wright may land there."

DONALD SCHNELLER, president of Wright Airlines, said Thursday that the airline is going to continue to use Don Scott and that the CAB is incorrect.

"Don Scott is a public airport — it's funded with federal money — they can't stop us from using it," he said.

He said Wright has "verbal permission" from Jack Eggspuehler to use the field. Eggspuehler, chairman of the OSU Department of Aviation, is presently in Russia.

THE CITY OF Columbus is also trying to stop Wright from using Don Scott. The city says the CAB did not consult with the city before approving the flights.

In the three daily flights, Wright uses 44-seat aircraft, larger than most using Don Scott. Area residents have complained about the large aircraft.

On Monday the City Council will consider approving $5,000 to hire special legal counsel to try to get the CAB to reopen the Wright case.

Council President M. D. Portman said the question is, "How many commercial airports are we going to have?"

A spokesman for the state of Ohio said that Ohio State University owns Don Scott Field and that the state has nothing to say about the situation.

ENARSON SAID that Wright is not compensating the university for using the field.

He said university trustees have authorized him to take whatever action OSU attorneys decide is necessary to protect the university's rights in the disagreement.

The CAB said Thursday that it approved the flights, not the use of Don Scott.

Airlines signed deal to leave, OSU says

Ohio State University announced Thursday that Wright Airlines, Inc., of Cleveland agreed in writing to cease its operations at OSU's Don Scott Field within 120 days.

OSU President Harold L. Enarson said the 120-day period began Nov. 11.

THE LETTER of agreement was signed by Donald Schneller, Wright president and board chairman. The airlines agreed service from Don Scott Field would end regardless of any ruling by the Civil Aeronautics Board (CAB) or possible appeals.

The airline's application to operate a commuter service between Port Columbus International Airport and Cleveland's Burke Lakefront Airport now is pending before the CAB.

THE AIRLINE has been operating at Don Scott since Sept. 29 without a contract. The service brought protests from residents near the field and from City of Columbus officials.

OSU had discussed the possible use of Don Scott field with Wright officials in response to community interest; in providing more airline service between Columbus and Cleveland.

Columbus officials protested the commuter service to the CAB. They were angry that they were not notified before the flights began and that the CAB did not make an environmental impact study before okaying the flights.

University officials asked the airlines to quit its Don Scott operations and vacate the premises until a contract was signed with OSU trustees.

AT THAT time, the airlines continued its operations, contending it needed no contract.

On Nov. 7, the university trustees approved a proposal by Enarson to withhold formal eviction action for 120 days providing the airlines gave written assurance it would depart.
$5,000 Approved For Wright Fight

By David Cain
10-21 — The Dispatch Staff

Embellished Wright Airlines is willing to move its commuter service to Port Columbus but it will probably run into another squabble if it tries. Columbus City Atty. James J. Hughes said Monday.

Hughes won City Council approval Monday night to spend $5,000 for lawyers to represent the city before the Civil Aeronautics Board (CAB) as it reconsiders its approval for Wright to operate Columbus-Cleveland commuter service from Don Scott Field.

U.S. REP. Chalmers P. Wylie said Monday the CAB has agreed to discuss the Wright operation at an Oct. 30 meeting in Columbus.

Hughes announced Tuesday that opponents to the Wright operation at Don Scott are asked to attend a meeting at 7 p.m. Thursday in Columbus council chambers.

The purpose of the meeting is to learn who will be making presentations at the Oct. 30 meeting and how long their presentations will be. Hughes said he would then make a schedule and submit it next Tuesday to CAB officials in Washington.

Hughes said Wright is willing to move from Don Scott but that Allegheny Airlines, which operates Columbus-Cleveland trips, is expected to oppose the move.

Allegheny flies to Cleveland Hopkins Airport and Wright to Burke Lakefront Airport near Downtown Cleveland. The CAB would have to approve a switch in Wright's operations.

The controversy began after Wright started its flights Sept. 29. Residents of the Don Scott Field area complained that no environmental impact study had been done and that city officials had not been notified before the CAB gave its permission for the flights.

Hughes told the council that Wright officials informed the CAB last week that they agreed an impact statement should be drawn and a public hearing should be held.

But Hughes said he is not optimistic that the CAB will allow Wright to operate out of Port Columbus.

"We need all the special help we can get," he said of the ordinance to spend the $5,000. He said there aren't many attorneys specializing in CAB actions.

Hughes said it is his position that the city wants the commuter service offered by Wright, but that it wants Wright to use a city-owned airport.

Don Schneller, president of Wright, told the council he had "No problem with the ordinance (to appropriate the money.)"

HE SAID the Ohio Department of Aviation at Ohio State University (which owns Don Scott Field) invited his company in March to start operations.

OSU officials last week told Wright officials they should leave Don Scott Field because they don't have a lease.

"We looked to OSU to direct us to the proper people," Schneller said.

HE SAID the company is operating three round trips a day with 44-passenger, propeller-driven planes. He said it is averaging 10 passengers a trip, but expects that number to rise above 20 "soon."

Allan Edwards, chairman of the Action Committee of Northwest Columbus, a civic association, told the council the current action is "but a page in a book."

He complained that Don Scott, which began as a training facility for OSU students, is becoming larger and more and more commercial.

In other action, the council tabled for two weeks an ordinance to authorize a contract with the Union Depot Co. and appropriate $25,000 for architects and engineers. Both measures are aimed at building an estimated $135,000 temporary facility near the N. 4th St. viaduct for Amtrak passengers.

Council President M. D. Portman said the "start of this project will have to come before the snow flies." But he moved to table the matter to give more time for the city to negotiate with the Bettele Commons Corp.

The corporation is in charge of building the convention center at the present Union Depot site. The city agreed with the Penn Central Transportation Co. to provide the temporary facility for passengers, but that was before Bettele Commons Corp. entered the picture.

The council also tabled a proposal by Councilman John Rosemond to give Social Security recipients a longer grace period in which to pay their water and sewer bills. Rosemond said due dates should be extended if they come right before recipients receive their Social Security checks.

Councilman Charles Petree, however, said the ordinance would discriminate against other persons who are retired but are receiving pensions from other systems.

Rosemond agreed to the tabling, saying he will look into the possibility of giving the break to all persons eligible for Medicaid.

WATER SUPT. Jack Holt said he opposes the plan because it would be expensive and because it is "more important for senior citizens to learn to budget their money."

The council approved measures to allow Development Director N. Jack Huddle to spend about $25,000 for vans and furniture to be used in the federal Community Development Act program.

The council tabled the measures earlier after Councilman Jerry Hammond said he, wanted Huddle to determine if he could save money by buying used vans and furniture. Huddle said Monday night the answer was negative.
Council seeks Wright ouster

By Gary Hemphill

Columbus City Council appropriated $5,000 Monday night for hiring outside counsel to help in a temporary shift of six daily commuter flights from Don Scott Field to Port Columbus International Airport.

Don Schneller, president of Wright Airlines, the company providing the flights, said Ohio State "is not responding to the needs of the neighbors of Don Scott."

City Attorney James Hughes said the Civil Aeronautics Board (CAB) granted a public hearing Monday to let the citizens opposing the flights be heard.

The public hearing, on Oct. 30, will be handled by the CAB and the city attorney's office. Hughes told City Council that outside counsel was necessary to comply with filing procedures in Washington, D.C.

He also said that the Washington law firm of Hogan and Hartson were experts in CAB cases and they would be instrumental in shifting the flights to Port Columbus.

Schneller blamed Ohio State for the situation and said Wright was invited in March by Jack Eggspuehler, chairman of the Department of Aviation, to use Don Scott Field. Schneller said Eggspuehler was not concerned about a lease at the time.

"Our planes do not compare with the noise that jets make," Schneller said. "They only carry 44 passengers."

He said that Wright supports the public hearing and he believes it will show the flights to be completely beneficial to the Columbus area.

Several citizen groups were present to voice their objections to the flights.

Allan Edwards, chairman of the Action Committee for Northwest Columbus, asked what the airfield will be like five years from now.

"The airfield was established for student pilots, not commercial flights," he said.

Jeffrey Rich, president of the Indian Hills Residents Assoc., said about 90 per cent of the families living in Indian Hills signed a petition against the flights.

"We don't need two commercial airports," Rich said. He added that for Wright to fly out of Don Scott without some kind of an agreement would be like me trying to "sell pants on the first floor of City Hall."

Hughes said the only opposition to the temporary shift of the flights to Port Columbus will come from Allegheny Airlines, which has a similar flight to Cleveland.

OSU serves eviction notice on airlines

By Betsy Hauser

Ohio State served an eviction notice on employees of Wright Airlines Tuesday morning to leave Don Scott Field.

Harvey Beemiller, vice president of sales for the airlines, said he has received no eviction notice. Beemiller also said the company's legal counsel, Donald Davies, had been told by the University's attorney, Jacob E. Davis, that the company could keep phones and an office at the field.

The decision to serve the notice was made after consultation with Davis, said Edward Q. Moulton, vice president for business and administration and secretary for the trustees.

The UNIVERSITY sent letters Tuesday to Don Schneller, president and board chairman of Wright Airlines, and John E. Robson, chairman of the Civil Aeronautics Board (CAB) stating that without a contract with the board, the airlines have no right to use the field.

Jack Eggspuehler, chairman of the University Department of Aviation, said he has asked the airline to leave the field but he cannot stop the planes from landing and taking off. "This is a federal-aid airport, so they can use it any time," he said.

He said a Federal Aviation Administration (FAA) rule makes federally funded airports open to public use.

The airline is operating from a table on the third floor of the field's main building where it has a telephone, Eggspuehler said.

EGGSUPEHLER SAID he gave verbal permission to Wright to use Don Scott Field for takeoffs and landings in March with the understanding that the airline would sign a lease once it was drawn up.

The lease was not drawn immediately because permission for the planes to use the field had to be obtained from the FAA, Eggspuehler said.

"It was my responsibility to get the lease done," when the FAA set the starting operation date at Sept. 26, he said, "but I didn't."

Eggspuehler said he has given permission to other people to use the airport before signing a lease and has never had any trouble. He did not "invite" the airline to use the field, he said, which the Lantern reported Tuesday. Schneller said he did.

"I THOUGHT it was going to be a great service to the community," Eggspuehler said about the three daily round trips Wright offers between Cleveland and Columbus. But to local residents the airline represents "commercial" airlines coming in and out of the airport all the time, he said. "That was never my intent."

Several local citizen groups have filed complaints about the noise
Wright must leave airfield; OSU threatens court action

By Betsy Hauser

Wright Airlines has until the end of today to leave Don Scott Field or face possible further court action by Ohio State.

Ohio State notified the airline Tuesday of possible eviction proceedings in a letter sent to company president Don Schneller. The letter asked the airline to vacate offices at the field.

Harry Beemiller, vice president of sales for the airline, said Thursday that all he had received was a letter laid on top of the company telephones at Don Scott, "not in an envelope, not addressed."

Jacob E. Davis, attorney for the University, would make no specific comment on the delivery of the letter, but referred to the Ohio Revised Code.

IN CHAPTER 1923 of the code, forcible entry or detainer is defined as the violent taking or continued possession of lands or tenements by using threats, force, or arms and without authority of law.

The code says if after entry has been made or "after a lawful entry they (the premises entered, in this case Don Scott Field) are held unlawfully," then a judge shall return property to the original owner.

Those parties being acted upon under this code must be notified three days in advance of any court action. Notification must be made, "by handing a written copy of the notice to the defendant in person, or by leaving it at his usual place of abode or at the premises from which the defendant is . . . to be evicted."

BEEMILLER declined further comment on the company's actions after hearing this portion of the code.

President Harold L. Enarson said the letter was sent by certified mail, which must be signed for by the recipient, in order to make sure the airline would receive the letter.

Enarson said that the University is "certainly going to proceed," in actions involving the airlines. "The matter is going to be pursued most vigorously."

Beemiller said Thursday he has a letter dated Sept. 18 in his possession from Enarson to Columbus Mayor Tom Moody in which Enarson said he sees no problems with the use of Don Scott Field by Wright Airlines.

"THERE WAS a substantial amount of civic support for this service, Tom, before we agreed to go ahead with it from our airport," Beemiller read from the letter. "This letter by Enarson to Moody is pretty evident that they have given their permission," he said.

Enarson said at the time of preliminary discussions with the airlines over the use of Don Scott Field he was assured that the community was in favor of the three daily round trip flights Wright offers from Cleveland to Don Scott Field. Since the time of the discussions, Enarson said he has found that the community has complaints against the flights.

SEVERAL LOCAL citizen groups have filed complaints about the noise made by the Wright planes which seat 44 passengers. Jack Eggspuehler, chairman of the University Department of Aviation, said other planes at the airport make more noise than Wright's planes.

Enarson said, "It's one thing to engage in some preliminary discussions, it's another to come to a final decision," adding that the final decision, in this case of whether to grant a contract, is the Board of Trustees'.

Although the University may have Wright Airlines vacate their space at Don Scott Field, under Federal Aviation Administration rules federally funded airports such as Don Scott are open to public use, Eggspuehler said. The airlines can therefore continue landing and taking off at the field.
Airline to await eviction by court

By Betsy Hauser

(6-25-75)

Attorney for Wright Airlines, Donald Davies, said the company will not leave University owned Don Scott Field until a court orders it to do so.

The airline was asked to vacate the field by Friday in a letter sent Tuesday by Ohio State and the Board of Trustees.

The letter is just a formality which is required by law before Ohio State actually takes the matter to court, Davies said.

"THE NEXT MOVE is up to them (University officials)," Davies said. "Ohio State has to file a legal action asking the court to stop Wright from using the field."

President Harold L. Enarson said that the matter will be pursued most vigorously by the University and its attorney.

The use of the field by the commercial airline came to the attention of the trustees at their Oct. 15 meeting. They gave Enarson the authority to act on the matter after consulting with the University attorney.

THE UNIVERSITY contends that Wright is using the field without a contract but the airline officials say they do not need one and were given verbal permission to use the airport.

Jack Eggspuehler, chairman of the Department of Aviation, said he gave Wright verbal permission to use the field in March and he has not had time to finish a contract between the University and the airline.

The matter has also come to the attention of Columbus Mayor Tom Moody in the form of a petition complaining about the noise made by the Wright Airplane. The complaint was sent by resident groups from those areas surrounding the field.

EGGSPEUEHLER said the Wright plane makes less noise than some of those planes already stationed at the field.
Meeting tonight on Wright

By Betsy Hauser

A meeting of opponents and supporters of Wright Airlines' commercial flights in and out of the University's Don Scott Field will be sponsored by the Civil Aeronautics Board (CAB) at 6 p.m. today.

The meeting, held to determine public sentiment toward the flights, was requested by the city of Columbus and U.S. Rep. Chalmers P. Wylie (R-Ohio), said Donald Eisenberg, director of public affairs for CAB in Washington, D.C.

Eisenberg said James Hughes, Columbus city attorney; Ritchey Hollenaugh, assistant city attorney; Wright Airlines representatives and CAB officials met Wednesday in Washington to discuss procedures to be used in the public meeting at the Ohio Aviation Board.

WRIGHT Airlines began using Don Scott Field Sept. 29, without a contract with the University, after it was granted a temporary permit by the CAB to make flights to and from Cleveland three times daily.

The Ohio State Board of Trustees sent a letter Oct. 21 to the airlines president, Ronald Schneller, asking the airline to remove a table and telephone from which it operated at the field. Wright did not leave the airport and the attorney for the company, Donald Davies, said the airline will remain at the field until a judge orders it to leave.

George Carneal, attorney with Hogan and Hartson, a Washington law firm which has been hired by the City of Columbus to handle the Washington end of the Wright situation, said the airline filed an environmental impact report with the CAB on Oct. 21 which concludes the flights have no significant noise impact.

Michael VanBuskirk, executive assistant to Wylie in Columbus, said the congressman will be speaking in favor of citizen groups in the areas surrounding Don Scott Field which have complained about the use of the field by a commercial airline.

Wylie is upset about the May 21 passage of a resolution in the Ohio General Assembly, sponsored by Patrick Sweeney (D-Cleveland), who represents the area in which Wright Airlines is based.

The resolution allows University property to be used for commercial use, VanBuskirk said, and supports the creation of an air service between Columbus and Cleveland.

Eric Gilbertson, special assistant to President Harold L. Enarson, said the administration has not decided whether it will send a University representative to the meeting.

"There are two distinct matters involved here," Gilbertson said. "On the one hand there is the matter between the CAB and Wright Airlines and on the other the matter between the University and the airline."

"The main point is our contractual relationship with Wright."

Jack Eggspuehler, chairman of the Department of Aviation, said last week the airline cannot be prevented from landing and taking off from Don Scott Field, even if the company has no contract. The airport is federally funded and open to public use, he said.

Eisenberg said the CAB will analyze economics and justifications of the Wright flights after today's meeting. The CAB's final decision can be appealed by either side in the matter through the U.S. District Court of Appeals.
Wright contract discussions reveal conflicting viewpoints

By Betsy Hauser and Gary Hemphill

All parties involved in the Wright Airlines public hearing Thursday will file transcripts of the meeting with Civil Aeronautics Board.

Doug Buttrey, attorney for the AB, said, "It's really impossible to say when the decision will come" on one six Wright commuter flights from Don Scott Field, "because the board has no control over the parties involved."

ABOUT 200 proponents and opponents of the flights saw U.S. Rep. Halmers P. Wylie and Don Schneller, the president of Wright, exchange barbs on Wright's right to use the airfield.

"A deliberate attempt was made to initiate the flights without the approval of the Ohio State Board of Trustees, the city of Columbus or the residents surrounding the airport," Wylie said.

Wylie asked that the CAB reconsider the case and take away Wright's two year temporary flight permit.

Schneller said the University Contract Office had drawn up a lease for Wright, but he had never seen it. He said that Jack Eggspuehler, director of the Department of Aviation, asked him to fly out of Don Scott instead of Port Columbus International Airport.

"After public sentiment against the flights had begun to surface, I was not able to speak to anybody with any authoritative position with the University," Schneller said.

Charles Barkley, from the Office of Community and Congressional Relations of the CAB, said the purpose of the meeting was not to reach any decision, but to "air all concerns involved."

Barkley said that disputes between Wright and Ohio State are to be decided by those two parties, and not the CAB because they are not under CAB authority.

CITY ATTORNEY James Hughes concurred with Wylie. "We feel the service is needed, but we want the service at Port Columbus," he said.

Hughes said Columbus City Council passed a resolution Oct. 20, encouraging a shift from Don Scott to Port Columbus.

Robert Rogers, an air traffic engineer, played a tape at the hearing showing the sound level of Wright's Convair 440 planes to be less than a Boeing 707.

Wylie complained that he was not notified by the CAB about the flights until after a Sept. 15 complaint deadline.

James Burger, Wright Airlines attorney, said an environmental impact statement submitted Oct. 21 to the CAB, short in length, showed "there is no impact."
Wright to vacate Don Scott, relocate at Port Columbus

By Betsy Hauser
3 NOV 75

Wright Airlines will comply this week with a request by Columbus to have the airline's flights moved from Don Scott Field.

Donald Davies, Wright's attorney in Columbus, said Friday the airlines will relocate in Port Columbus International Airport, as the city had asked.

WRIGHT OFFICIALS' first choice is Don Scott Field, he said, "Because they feel this would better serve the area." But if the first choice is not available, then the airlines will take its second choice, Port Columbus, Davies said.

"Wright is looking at this from a practical standpoint," he said.

Wright's decision to file the answer in agreement with Columbus came after a public meeting by the Civil Aeronautics Board (CAB) to air differences of opinion over whether the airlines should use Don Scott Field as its Columbus base of flight operations.

JAMES HUGHES, Columbus city attorney, announced at the meeting the city would file the request with the CAB sometime this week.

The meeting was requested by U.S. Rep. Chalmers P. Wylie (R-Ohio) and Columbus Mayor Tom Moody in answer to complaints from residents of the Don Scott area. The complaints said residents have not been allowed to voice their protests to the CAB permit allowing the airlines to use the field. They also complained the noise level of the Wright planes was too high.

WRIGHT AIRLINES was granted a two-year permit by the CAB to conduct six daily flights into and out of Don Scott Field. The flights, which began Sept. 29, were to answer a need for a commuter service between Columbus and Cleveland, said Don Schneller, president of the airlines.

The Ohio State Board of Trustees asked Wright to discontinue its flights into and out of the University airfield at its Oct. 15 meeting when University President Harold L. Enarson told the trustees the field was being used for commercial purposes without a contract.

Wright refused to leave Don Scott Field and said it was given verbal permission to use the field by Jack Eggspuehler, chairman of the Department of Aviation.

Eggspuehler confirmed he had given the airlines verbal permission to use the field, but he had not had time to finish the contract.

At its Oct. 20 meeting, the Columbus City Council appropriated $5,000 to Hughes to hire a Washington law firm to handle the city's request to move the Wright Airlines' flights to Port Columbus.
Wright formal eviction dropped

The Ohio State Board of Trustees decided Friday to forego formal legal eviction action against Wright Airlines at the recommendation of the University president and legal counsel.

As a condition of the restraint from further action, the University will insist on written assurance from Wright that the airlines will cease operations from Don Scott Field 120 days from a date to be set by both parties, said President Harold L. Enarson.

THE REQUEST that Wright cease operations is to be upheld regardless of any decisions by the Civil Aeronautics Board (CAB), Enarson said.

Enarson said the University hopes to ensure the early departure of Wright Airlines from Don Scott Field without time-consuming and expensive legal proceedings, as well as give CAB time to take action.

In other matters at Friday's meeting, the trustees:

- Authorized the University's entrance into an $800,000 contract with the Joint Underwriting Association to provide malpractice insurance for University Hospital house staff.
- Heard Madison Scott, vice president for personnel services tell them House Bill 155 (H.B. 155), the Civil Service Pay Bill, will cost the University $10 million in 1976.

- Authorized the University to enter into an agreement with the Ohio Board of Regents for the operation of a research and graduate education facility at the Transportation Research Center of Ohio, and
- Approved the first quarter budget summary for 1975-76.

THE BOARD was forced to approve the $800,000 malpractice insurance contract because current coverage expires Dec. 31. Henry G. Cramblett, acting vice president for medical affairs, called the $800,000 premium "alarming in relation to the insurance coverage we're getting," but said it was the only bid the University received.

The malpractice insurance will cover only house staff at University Hospitals. It will not apply to faculty who are attending physicians, Cramblett said.

Cramblett added he does not think the insurance will cover Ohio State medical students training at non-University hospitals.

H.B. 155 overhauls the state civil service classification system and provides for a minimum increase of 20 cents an hour in all classified civil servants' pay. As a result, the University must reclassify and adjust the pay scales of 6,300 of its 13,000 non-faculty employees, said Steve W. Stoffel, assistant vice president for personnel services.

STOFFEL SAID the $10 million annual cash cost of the changes amounts to "a 20 per cent increase in the payroll" of these 6,300 employees, who now receive $51 million annually. He stressed that individual compensation would not increase by 20 per cent because part of the money goes into benefit programs.

At the trustees meeting, Enarson called the $10 million cost "a direct cut in our budget of unknown dimensions." He said it was "a significant new burden without a single trade-off anywhere in productivity."

The trustees authorized the University to operate a transportation research education facility from July 1975 through June 1977. The Ohio Board of Regents asked the University to manage the facility by organizing and convening an advisory board of deans.
Council backs Wright move

By Gary Hemphill

Columbus City Council passed a resolution supporting the transfer of Wright Airlines operations from Don Scott Field to Port Columbus International Airport Monday night.

Councilman Charles R. Petree said council is standing behind civic associations and citizens who filed grievances against the six daily flights to Cleveland.

When asked if the move would conflict with Allegheny Airlines, which already provides flights to Cleveland from Port Columbus, Petree said the transfer would only create additional service to the city.

The council also heard the plea of 41 senior citizens, who asked for improved security due to a rising crime rate at their residence, Linton Gardens, 2365 Mock Rd.

Last week a resident was murdered there.

THE SENIOR citizens were represented by Raymond Tallman, chairman of the Mock Road Area Community Council. Tallman said the area has had an increasing amount of muggings and burglaries in the last two and one half years.

Vera Buye, president of the Linton Gardens Citizens Council, said Linton Gardens had security guards, but they can no longer afford them.

“Now never a week goes by without some kind of vandalism or burglary,” she said.

Safety Director Bernard Chupka said protection was stepped up 33 per cent about seven months ago in the area, but it is impossible to tell what the impact has been.

Council also created a Columbus Area Cable Television Advisory Commission, which will provide citizen voice to the city and cable television companies.

GRANT HILLIKER, chairman of the Cable Television Task Force, said the commission can provide some interesting educational possibilities. “Classes could be piped right to your home,” he said.

Mayor Tom Moody must now make appointments to the nine-member commission.

Wright Airlines agrees to leave Don Scott Field

By Betsy Hauser

Wright Airlines has agreed with the University's proposal to vacate Don Scott Field in 120 days.

The airline gave the University written assurance it will leave the field regardless of any decisions made by the Civil Aeronautics Board (CAB). The University's proposal was approved by the Board of Trustees and went into effect Nov. 11.

RITCHIE HOLLENBAUGH, Columbus assistant city attorney, said the city filed a request Thursday with the CAB in Washington, D.C. asking that Wright be allowed to transfer its flights from Don Scott Field to Port Columbus International Airport.

Harry Beemiller, vice president of sales for Wright said the airlines agreed to leave because officials are fairly sure the CAB will grant the request by the city to move the flights.

ALLEGHENY AIRLINES runs a similar daily service from Columbus to Cleveland.

Beemiller said Allegheny will probably oppose the move because the company originally opposed the CAB permit for Wright to operate out of Don Scott Field.
City Council opposes use of Scott Field by airline

By JERRY CONDO
Citizen-Journal Staff Writer

City Council went on record Monday night opposing use of Don Scott Field for Columbus-Cleveland commuter service.

The Council's stand came as somewhat of a surprise in view of the fact that neither Mayor Tom Moody nor City Attorney James Hughes has expressed opposition to the use of the facility by the commuter operator, Wright Airlines Inc.

IN A RELATED development, Council authorized Hughes to spend up to $5,000 in outside legal fees so the city may be represented before the Civil Aeronautics Board (CAB). A Washington, D.C., law firm has been hired.

Civic associations in northwest Columbus showed up to support the $5,000 appropriation.

COUNCIL ALSO:

- Tabled for two weeks authorizing the spending of up to $25,000 for architectural work in connection with the proposed temporary Amtrak passenger train station just east of the to-be-built Ohio Center.
- Finally gave the Development Department permission to spend $14,500 for three new vans for the Community Development (CD) program.
- Approved a rat control program for the Community Development program.
- Heard complaints from East Side residents about heavy truck traffic on three streets and resulting problems.
- Endorsed the Central Ohio Transit Authority proposed renewal tax levy.

- Gave first reading to 30-day legislation giving senior citizens longer to pay their water bill without paying a late penalty.

WRIGHT

Don Schneller, chairman of the board of Wright Airlines, said Wright came to Don Scott Field at the invitation of Jack Eggspuehler, chairman of the Ohio State University Department of Aviation.

Under questioning by Council, Schneller admitted that, if the airlines did well at Don Scott with their three round-trips daily, Wright might want to expand services.

SCHNELLER SAID: Wright was averaging 10 to 11 passengers per trip on its 44-seat planes.

Allan Edwards, chairman of the Action Committee for Northwest Columbus, supported the up-to-$5,000 appropriation for outside legal assistance.

Hughes told Council that working before the CAB was "foreign" to him.

If the city wants to be effective before the federal regulatory agency, it must get some "help," Hughes said.

THE CAB HAS scheduled an Oct. 30 hearing in Columbus to hear citizen views on the Wright commuter service.

Hughes and Moody take the position that, while they are neither for or against use of Don Scott by Wright, they feel Columbus citizens were denied the initial opportunity to express their views prior to the inauguration of the commuter operation.

MEANWHILE, Hughes told Council and Schneller confirmed, that Wright would be willing to move its service to Port Columbus pending the outcome of the CAB inquiry.

However, the CAB would have to approve such a transfer of operations.

AMTRAK

Council President M. D. Portman said the legislation to hire architectural consultants for the Amtrak station could be delayed two weeks to see how negotiations progress between the city and Battelle Commons Corp., developer of the Ohio Center.
OSU buys 10 planes

Ten new planes have been purchased by the OSU Department of Aviation for student flight instruction, said Marvin Easter, chief flight instructor at Don Scott Field.

Eight Cessna 152, a two-passenger plane, and two Cessna 172s, a four-passenger model, arrived at Don Scott Field Thursday.

Cessna submitted the low bid of $157,880, said William Driehorst, director of purchasing.

The new planes will replace 15 Piper Cherokees. Most of the older planes will be sold, Easter said.

Between 220 and 230 Ohio State students receive flight instruction each year, Easter said. In addition to paying tuition, students must pay to fly the plane. The average student pays an additional $850 to $860 per quarter for flight instruction, he said.

By Meg Guinan

OSU To Sell, Lease Land Near Airport

10 Oct 1975

By Michael Salter
Of the Dispatch Staff

A PARCEL OF land along Case Rd near the field’s terminal also will be used for constructing airplane hangars for lease to individuals or corporations, Vandament said.

The land has been used for the annual Farm Science Review, but recently “there has been less utilization of the area in anticipation” of the hangar construction, Vandament said.

The 1,500-acre airport was built in 1942, and the trustees purchased the Dublin-Granville Rd. property between 1962 and 1971 for $712,878.

VANDAMENT SAID future sale or lease of the land will be undertaken “to earn the greatest amount of money for the university’s endowment fund.”

No concrete development plan for the Dublin-Granville Rd. property exists, but officials will start working on one after the expected trustee approval of the Don Scott master plan in November.

Among the early options being studied is a “research park” on the southern boundary of the Dublin-Granville Rd. property, “that would have a natural link with our aviation function,” Vandament said.

VANDAMENT SAID the university is “not working with anyone at this time” about possible residential development of the area.

The Dublin-Granville Rd. land, which has a 2,555-foot frontage along the thoroughfare, is used to raise feed for university-owned animals.

Vandament said other university-owned land will be used to raise such crops should the Dublin-Granville Rd. land be developed.
ON OCT. 1, 1943, Capt. Don Scott, w'41, became the 100th Ohio State alumnus or former student to be killed in WWII. The next month, the Board of Trustees renamed the University's then-new airport in his honor.

In the 36 years since, Don Scott Field has grown into one of Ohio's four busiest airports. Recently approved revisions in its master plan will accommodate operational changes during the next two decades.

Proposed physical changes include the addition to a cross-wind runway, a taxiway for the existing north runway and two high-speed turnoffs for the south runway, said William E. Vandament, director of budget and resources planning.

The planners, he said, foresaw no need for enlarging the airport area, but envisioned increased airport operation in support of academic programs and in public service functions, for which the airport receives federal assistance.

"Studies indicate that the increased activity can be absorbed in the area," he said, "particularly if accompanied by continued development of the airport's noise abatement program and technological changes in the industry that have resulted in aircraft creating less noise pollution."

Other proposed improvements, Vandament said, are expansion of an apron area and construction of several hangars to house private aircraft, as well as additional lighting and navigational aids. These aids, he said, will reduce noise and hazard to surrounding areas by permitting pilots to fly at higher altitudes on approaches.

The estimated $3.8 million improvement costs, he said, are expected to be funded by the federal government, airport revenue, gifts and corporate financing of facilities.

The revisions were reviewed by his office, the Office of Campus Planning and Space Utilization and the consulting firm of Raife Associates, Inc., Columbus. The Board of Trustees approved the revisions during their Dec. 7 meeting.

Don Scott's master plan was drawn up in 1961, after three year's study. The 10-page document set goals for airport improvement and development.

"The FAA requested a formal layout plan be placed on file before federal grants and aids were given," said Kenneth Newstrom, assistant airport manager. "The master plan gave a general direction it was felt the airport should follow. We feel we've accomplished most everything. There was no time limit set, but we've accomplished our goals in reasonable time. We've been able to meet our needs."

In 1972, the master plan was amended for needed airport enrichment. Work included, Newstrom said, extension of a runway, a parallel runway for state facilities, and additional taxiways and land surface parking.

Efforts on the new revisions began in 1975, he said, and were to be completed by 1976.

"The initial draft wasn't satisfactory," he said. "We asked the consultants to make sizable revisions. The new draft, the one approved by the Board of Trustees, in December came out in early 1978. It was then given to the University for review."

Renovation and improvement under the new revisions will take place in three phases. Newstrom said, the first two during five years periods and the third over 10 years.

"We're flexible," he said. "The revisions are the product of the information we have. We're looking 10 years down the road things can change. We'll probably have to revise our plans annually to add or delete as needed. Basically, the master plan gives us a general direction."

Vandament said the projected expansion of general aviation activities in Central Ohio during the next 15 years will bring a 55 percent increase in planes based at Don Scott. He said, however, University-owned aircraft will remain at their present numbers, which Newstrom said is around 22.

The projected general increase is from 256 to 397 aircraft.

The corresponding annual increases in landings and takeoffs are also expected to be 55 percent. Vandament said: from 206,000 to 307,000 by 1996.

"Don Scott is located in one of the best growing quadrants of Franklin County," Newstrom said. "It's convenient to businesses and community needs. Airport facilities around the city are developing, so a 20-year forecast predicts we'll handle a larger percentage of the total number of aircraft in the Columbus area. Actually, we'll be maintaining our present level and improving."

Because it handles many small aircraft, Don Scott is called a "reliever" airport: a field that creates a safer mix of air traffic around larger airports. Located about seven miles north of campus, Don Scott is also a general aviation airport, meaning it has corporate, training, agriculture and military flights.

The military slice of the flights is mostly helicopters from a National Guard Armory north of the field; other slices are corporate and private interests that simply call Don Scott home; not a place of business. There are also several flying clubs, in-

Continued on page 23
Don Scott Field
(Continued from page 14)

cluding the OSU Flying Club, based there. About half of the field's traffic is flight training.

"We offer one of the most progressive training facilities in the country," Newstrom said. "We feel that anything we can do to develop our facilities adds to the student's understanding of aviation."

Between 50 and 80 OSU students pass through the program each quarter, he said; they receive course credit, but Ohio State offers no degree in aviation. Newstrom said there are also flight courses offered through continuing education.

"We offer all phases of flight training," he said, "from basic up through commercial air transport. There are no limits, but mostly we instruct basic flight training. Most ground school courses are conducted on campus for the convenience of the students.

"We use several flight simulators," he continued. "Located here and on campus (Hitchcock Hall). We also do a good bit of research in simulation training here at Don Scott. If you do more training on the ground, you will reduce energy costs. Costs will be lessened not only here but around the country as well from what we learn in our research."

Don Scott ground crewmen brave cold temperatures to work on planes.
Don Scott Is Ohio's 4th Busiest Airport

By RAY LAMBERT
Of The Dispatch Staff

Bustling Don Scott Airport has developed from a graded dirt field amid isolated 1942 farmland to the state's fourth busiest airfield in rapidly developing Northwest Columbus.

Located about seven miles northwest of the main campus, the Ohio State University-owned field serves students, state and federal governments and private jet-powered industries.

The busy airport is bounded principally by Rt. 161 to the north, Case Rd. to the south, Godown Rd. on the east and Sawmill Rd. on the west.

Don Scott was born as a result of World War II pressure for military aviators and of far-sighted school administrators who envisioned the importance aviation would have in daily life after peace arrived.

OSU's Aviation Role Discussed

Shortly after the outbreak of the war, while the university was conducting civilian pilot training at Port Columbus, OSU President Howard L. Bevis and faculty members began discussing the role of the university in aviation.

When the Navy took over Port Columbus and closed it to civilian aviation, the board of trustees, at its May 31, 1942 meeting, decided to acquire 387 acres of land for an airport that would make OSU "one of the country's leading centers for instruction in aeronautical engineering," President Bevis said.

He also noted just as the automobile came into its own after World War I, so would aviation experience a boom after the World War II. "Ohio State will be ready to play its part in this major transportation development," Bevis was reported saying.

On Nov. 6, 1942, the cleared field outlined by red and white flags which had been financed by a $100,000 appropriation from the Ohio controlling board, was officially dedicated in ceremonies headed by Gov. John W. Bricker.

The ceremonies got under way when Maj. George Stone, commander of Wing 51 of the Civil Air Patrol of Ohio, made a three-point landing with his father, Julius F. Stone, chairman emeritus of the university board of trustees, as a passenger.

Field Construction Initiated in 1943

Construction contracts were awarded, and the first buildings of a long-range program were started. An 80 by-112 foot hangar, a maintenance building, a control tower and several offices were completed in 1943. By early 1944 two hard surface runways with taxiways and aprons were completed.

Meanwhile in England on Oct. 1, 1943, 23-year-old Army Capt. Don Scott, son of Mr. and Mrs. Charles L. Scott of North Canton, Ohio, was killed on a routine training flight when bad weather closed in on his field.

Scott had been a "Triple Threat" on the gridiron — running, passing and punting. He quarterbacked OSU's 1939 Big 10 championship team, and that year he led the conference in punting. He won seven letters at OSU, three in football, three in basketball and one in track.

At the Nov. 1, 1943 board meeting, trustees, at the suggestion of member Herbert S. Atkinson, agreed to name the university's owned and operated airfield after Don Scott.

Field First Used For Naval Training

The field was used to train Naval aviation cadets during the war, and the first training for OSU students started in the spring of 1945 when the university bought its first 10 airplanes from the Army Surplus Center in Muskogee, Okla.

Since then some 4,000 students have logged more than 160,000 hours of flying time at the field. Some of the highlights have included erection of Ohio Bureau of Aviation facilities in 1944; construction of Army National Guard hangars in 1947; a $150,000 university hangar in 1956, and the 1955 Federal Aviation Administration survey which recommended lengthening and paving an east-west runway and opening the field to general aviation, or privately-owned planes.

Today Don Scott comes under OSU School of Engineering, which has a fourfold mission — instruction, research, transportation and air management — J. J. Eggspuehler, chairman of the OSU Aviation Department says.

500 Students Enroll In Aviation Classes

Each year about 500 students enroll in aviation classes, Eggspuehler says. Although priority is given to full-time or regular university students, a few persons are able to take short course programs under the continuing education program.

Classes include private certification, which costs about $540, through commercial, instrument, instructor and multi-engine pilot ratings. Groundwork includes practicing in flight simulators, plus classes in aircraft performance, air traffic control, flight meteorology and aviation safety.

In addition other university departments use Don Scott educational facilities. Agriculture students have learned the techniques and effects of crop spraying and classes in geology, geography, civil engineering and agriculture are able to see types of terrain from the air.

Academic research, often times sponsored by the federal government, plays the second most important role at Don Scott, Eggspuehler says.

Aviation Research Emphasized at OSU

"We probably have the best research oriented aviation department of any campus today," he says. Although the department head was unable to discuss specific programs, Ohio Aviation Chief Norman Crabtree points with pride to instrument procedures, such as the standard rate turn, which were perfected at the field and are now used by military and airline pilots throughout the world.

Records show as early as 1946 the National Research Council paid $150 of the $275 flight instruction fee in a program to determine the safe limits.
in which persons with poor vision could fly.

Research areas include aerospace medicine, transportation, electronics and navigation and aircraft control.

In conjunction with research and use of land under runway approaches, the agriculture department maintains a swine evaluation station, livestock research center, pastures and crop testing fields on the airport grounds.

The third function for Don Scott is providing an air transportation service for university groups when it is more economical to use school aircraft rather than commercial carriers.

Audit Shows School Owns 19 Aircraft

Although Eggspuehler did not have exact figures on university-owned aircraft, an audit performed by the State Auditor shows the school owned 19 aircraft in 1967, two of which were Douglas DC-3s which were donated by private firms.

That year the field had 833 charter flights for field trips, sports teams and faculty and administrative officials’ trips. These charter flights accounted for 14 percent of all hours flown by university planes.

Finally the field serves as a fixed base operator to provide basic services so aircraft can become airborne safely. It is no small business.

The airport has three hard surfaced runways, the longest being 4,400 feet, an automatic direction finding instrument approach system, four large hangars, 27 T-hangars, the FAA operated tower, maintenance shops, operations office, readyrooms, automated food service and a restaurant.

170 Aircraft Based At Don Scott Field

About 170 aircraft are based at Don Scott, including 10 helicopters and two corporate jets, plus Ohio National Guard Army aviation helicopters, including the Medicopter; utility and observation planes; Gov. Rhodes’s much traveled DC3; Ohio Aviation Division, State Highway Patrol, and Ohio Highway Department planes.

Last year the field had a total of 183,733 operations, or the fourth busiest in the state — or fifth if the Cincinnati airport in Kentucky is included — according to FAA Chief Tower Controller Neil Fuller. Don Scott ranked between Dayton Municipal which was first and Toledo which was sixth, Fuller said. Don Scott has one of the 11 FAA manned towers in the state.

To service the numerous operations, the field has three underground fuel storage tanks with a total capacity of 40,000 gallons, firefighting and snow removal equipment.

At the end of 1967, the state audit shows, 52 full-time and 11 part-time employees worked at Don Scott.

A breakdown indicates flight operations had a chief pilot, chief flight instructor, an assistant professor, two research associates, five pilots, six instructor pilots, a flight training aid plus 10 part-time instructors and a secretary.

Line operations included a business manager, line supervisor, two operations clerks, eight linemen and an interior aircraft cleaner.

Aircraft maintenance used 10 mechanics, one electronics technician, two storekeepers and a secretary.

Airport maintenance had a supervisor and a supervisor helper.

Students, Faculty Can Rent Aircraft

As a fixed base operator, the airport also rents planes for business, research, teaching projects and pilot proficiency to university faculty members, staff and students with FAA private pilot certificates or higher. Rental may also be granted to other Ohio State agencies.

University owned aircraft included 10 single-engined Cherokee 140s acquired at $8,800 each; one two-passenger Cherokee 160 for $10,000; a twin passenger Cherokee 180 at $9,900; a four-place Cessna 172 at $6,000; a Twin Beach; a $17,000 single-engine Cessna 182; two five-passenger, twin engined Aztecs valued at $35,000 and $40,000 plus the two DC3s.

The DC3s were gifts and one is an executive configured model capable of carrying 14 passengers while the other can accommodate 24 persons.

Total acquisition cost of the 19 aircraft was $208,550 of which about $95,000 came from the airport cash reserve fund and $16,000 came from the University airport fund.

Don Scott Field Large Business

A rundown of 1967 revenues shows Don Scott is a moderately large sized business. Total sales were $706,599.62, the audit says.

Income included $112,000 from flight instruction; $28,000 from aircraft rentals; $132,000 gasoline sales; $90,000 charter services; and $68,607 from T-hangar rental which go for $50 to $300 per month depending on the size of the plane housed.

Eggspuehler says any profits from the airfield operation are plowed back into maintaining and improving the field.

Field Discourages Sales, Maintenance

In explaining sales, he says the university does not encourage performing maintenance on privately-owned aircraft other than on an emergency basis for transients. He says prices charged are comparable to those in nearby fields. While gasoline sold for purely instructional purposes is tax-free, other pilots must pay the full cost.

Since the airport is on state-owned land it pays no real estate taxes, but must pay the usual fees levied for other similar businesses. Eggspuehler says.

He notes the controversial presence of private and corporate aircraft amounts to a savings for Ohio taxpayers. The university must provide basic services no matter who uses the facilities, such as cutting the grass, paving runways, removing snow and painting buildings. Income from outside sources help pay the costs.

Furthermore, the presence of equipment too expensive for the university, as the two jets owned by Midwestern Volkswagen and Industrial Nucleonics, enable students to gain first-hand knowledge of high performance aircraft while they are in a learning status.

Area Residents Complain of Noise

Residents in housing areas which have sprung up around Don Scott since the war sometimes complain of noise and vibration from the field’s planes.

Crabtree staunchly defends the presence of private aircraft which some persons attribute to the causing racket. The Ohio Aviation chief says the presence of an air facility in northwest Columbus significantly contributed to the commercial growth of the area.
Furthermore, he notes, without the existence of Don Scott the planes would have to operate from Port Columbus. If Don Scott’s nearly 200,000 annual operations were combined with Port Columbus’ 300,000 plus operations, the FAA would most likely be forced to impose flight restrictions on private aircraft for flight safety.

Looking ahead, problems at Don Scott seem no different than any other airport. Where will sufficient money to finance needed improvements be found?

Airport to Become Twice as Busy

The field will continue to have more operations. The OSU Aviation Department estimates by 1975 the field will have 354,000 annual operations — nearly double the present. Although the new Columbus Southwest regional airport will relieve some traffic from both Don Scott and Port Columbus, both Crabtree and Eggspuehler say the university field will continue to grow, at least as rapidly as Ohio aviation grows.

Officials do not plan to expand the physical size of the field significantly. Several annexations have increased the field somewhat, most significantly under the approach ends of runways. The most recent occurred last month when trustees authorized purchase of land between Sawmill Rd. and Don Scott.

East of the field Campus Planner Jean Hansford has stated “the university has no intention of expanding its ownership to the east beyond Godown Rd.”

Hansford points out three major problems in developing land near airports are obstructions, noise and safety. For safety the FAA recommends instrument clear zones in a wedge-shaped pattern at each end of the runway. These zones prohibit electronic emissions or interference of any kind which could have a direct and disastrous effect on instrument air traffic.

He notes that “residential development in particular should be prohibited in high-hazard areas” and say Columbus has recognized this problem by specifying major areas of commercial and manufacturing around Port Columbus.

DON SCOTT MASTER PLAN—A 1968 drawing of proposed development and existing facilities at the university airport includes a new sod east-west runway north of the present strip. It would eventually be paved. Wedge-shaped areas outlined in blue at ends of each runway are “clear zones” which must be free of physical and electronic obstructions. Although some annexation of adjacent land is planned, university officials say the field will not extend beyond Sawmill, Case and Godown Rd. (Dispatch Photos)
OHIO NATIONAL GUARD H19 HELICOPTER ALSO SERVES AS MEDICOPTER
Army Reserve Pilots Train Here for Possible Wartime Callup

MIDWESTERN VOLKSWAGEN'S LEAR 24 IS BASED AT DON SCOTT HANGER
Jet Is One of Two Turbine-Powered Corporate Aircraft at Field
Numerous private and university-owned aircraft fill tie-down line in front of terminal-service building.

Cars owned by students, faculty, employees and visitors fill busy airport's lot behind tower and operations building.
Ohio State Uses Flight Simulator To Teach Pilots

4-30-79

By Carol Ann Lease
Of The Dispatch Staff

Commercial airlines and the military have been using them for years. But private pilots haven’t been so lucky.

“They” are flight simulators that create in a machine on the ground conditions similar to what an airplane pilot will find in the air.

Expense has hampered widespread use of the machines, but Ohio State University has developed a visual simulator that can be made for about $10,000 instead of hundreds of thousands.

“We just hit upon an idea by mistake,” said Richard Gilson, chairman of OSU’s Department of Aviation and manager of Don Scott Field.

Gilson, a mechanical engineer, said he and three electrical engineers needed a visual simulator for some research they were doing, and “we were naive enough not to know that it couldn’t be done” for a small amount of money.

THE SIMULATOR uses a computer to project terrain on a screen. It can’t conjure up whole cities like the multimillion dollar systems the airlines use, but it can produce a landing strip and simulate the fore-aft, up-down and right-left movement of landing or taking off a plane, Gilson said.

Teamed with a plane body with controls manufactured by Lock Division of Singer that provides the roll, pitch and yaw, “it’s so realistic, there’s practically no difference” from being in a plane, he said. “It’s realistic enough (that) the students come out with sweaty palms.”

Gilson said Singer, the same company that makes sewing machines, has an option to begin manufacturing the simulators this summer.

ADVANTAGES TO pilot training, he said, are: You don’t tie up an airplane or use expensive gasoline; there’s no risk; instructors can create any weather they want; emergencies can be simulated safely; instructors can repeat the situation; and they can stop at any time and discuss with the student what is happening.

“There is so much savings in time, not to mention energy and noise,” Gilson said. When practicing landings, for example, instead of circling the field again, the instructor just pushes a button and backs up the strip on the screen.

“Our students have actually saved money, and they’re doing better,” Gilson said. Most are able to get a private pilot’s license in 38 hours instead of the old 44, with eight of those hours “flown” in the simulator.

AIRCRAFTS need the expensive simulators because their pilots must recognize airports in a lot of cities, but “what our students need to do is learn to land and take off,” Gilson said.

Down the road, he added, might be a “self-paced” simulator that would tell students if they have done something right and then give them a new task.

Charles Ventola, supervisor of ground training, said the simulator also makes it easier to evaluate a student because “you can see if he is really reacting.”

THIS QUARTER, about 80 students are using the visual simulator, which has been at OSU about a year. The university also uses one without a screen to teach instrument flying.

Students get three hours credit for the flight training course, which costs $945.
OFF HE GOES — Kevin Koehler, a sophomore in electrical engineering from Upper Sandusky, Ohio, practices landing an airplane with the visual simulator developed by Ohio State University researchers. The landing strip becomes larger on the screen as the plane “lands.”

GROUND TRAINING — Jerry Iseli of 1417 S. Ohio Ave., a ground flight instructor at OSU, helps Koehler interpret a map, far left, and watches his student at the controls, left. Iseli also is a junior in electrical engineering. The terrain images on the screen are produced by the projector above the plane body. The three lights shown in the picture at near left are red, blue and yellow and produce the natural colors of land as seen from the air. The computer which operates the projector also can make a white mist appear on the screen to simu-
Students take to the sky

Pilot training offered

By Julia V. Maher 8-22-79.

Flight courses at Ohio State offer an alternative to the structured lecture-discussion classroom setting.

"We train students all the way from their private pilot license to the commercial transport planes," said Marvin E. Easter, an assistant professor of aviation.

About 220 students earn their pilot licenses through the program at Don Scott Field each year, and about two-thirds continue instruction for a commercial license, he said.

To receive a private pilot license, students must complete one quarter of ground training and a primary flight course, he said.

The ground training covers fundamentals of flight, navigation, weather and regulations.

In the basic flight course, students must fulfill the basic Federal Aviation Administration requirements. This includes 38 hours of flight time.

Thirty hours of the time is spent in the air and eight in a flight simulator on the ground, Easter said.

Of the 30 hours in the air, 15 must be solo hours and two hours must be night flying, he said.

"We cannot guarantee a flight license at the end of that time. Most students take a little more time, but it just depends on how fast the student picks up the necessary skills," he said.

The first solo flights consist of three take-offs and landings. Later solo flights must be done "cross-country," said Linda Orlandy, a continuing education student and ground instructor.

Orlandy works at Don Scott Field at the ground simulator. She earned her private pilot license at Ohio State about a year ago.

"I was too busy trying to find the runway to be nervous," she said.

"Easter and Orlandy both agree that students know their flight instructors would not let them fly unless they were sure of the student's competence. This may be why students usually do not seem very nervous in the planes, they said.

"We have had a few accidents, but most of them have been very minor. We've had some slight damage to planes, but none to students," Easter said.

The basic flight course costs $860, for one quarter, but the price will increase.

Autumn Quarter, Easter said. The exact rate of increase has not been determined.
Construction to improve Don Scott

By Steve Reynolds
10-35-79
OSU airport officials at Don Scott Field are hoping that Mother Nature will cooperate so work on its government-sponsored improvement project can be completed at least by mid-November.

OSU officials believe the project is a good deal for this third-busiest airport in Ohio, not only because the Federal Aviation Administration (FAA) is footing the bill but the needed improvements will increase the quality of service.

The $724,000 provided by the FAA as part of its nationwide Airport Development Aid Program (ADAP) will fund resurfacing of one runway, reconstruction and resurfacing of the terminal apron (aircraft parking and service area), widening of a taxiway and the addition of apron area extending west from the terminal.

The widening of the taxiway will improve safety and traffic flow. In the past, larger aircraft have had to use runways to taxi due to the taxiway size, according to Kenneth R. Newstrom, assistant airport manager.

The additional apron area will more than double the number of aircraft parking spaces and satisfy part of a huge waiting list, he said.

Income from public use of the airport's facilities provides it with operating funds.

Public demand for use of the airport makes it necessary to "keep pace" in order to continue to generate sufficient revenue to support airport operations, Newstrom said. "If the university were placed in the position of having to provide the funds to operate the facility, I really don't think we'd be in existence," he said.

The airport operates as a separate business, paying bills by providing service. The widening of the taxiway and the apron extension were not going to be included in this year's ADAP grant, Newstrom said. But, because a cheaper asphalt mix used by the State Highway Department became available, the FAA decided to increase its support from $321,456 to $724,000 to make the additional improvements, he said.

The ADAP, like most government aid programs, involves participation by the party receiving the grant. The FAA provided $724,000 (the actual cost of the project) which under the agreement counts as an 80 percent contribution and the university must put up 20 percent ($181,000) in collateral to show "good faith," according to Jean D. Hansford, campus planner.

The university can satisfy the collateral requirement either with cash or by pledging airport land.

The original purchase price is used as the land's value, and the FAA is given guarantees of how the land will be used for the next 20 years, Hansford said. This prevents the building of structures too close to the airport. However, there is little cause for concern at OSU because the land surrounding the airport is used primarily by the College of Agriculture.

The university's collateral is, almost entirely made up of land value; $13,000 is the total cash put up by OSU, Newstrom said.

Another project nearing completion at the airport is a hangar being built by Worthington Industries Inc., the parent company of Worthington Steel Co.

The large hangar is being built to house the company's three aircraft and in 15 years it will become the property of OSU. During the 15-year period, any excess space in the hangar can be leased on a profit-sharing basis by OSU and Worthington Industries, provided the company consents and the tenants are agreed upon, Newstrom said.

At the end of the 15-year period the company will have first priority on leasing the hangar space at the going rate, he said. Current construction costs for the hangar are more than $250,000, he added.
Recorded ‘voice’ informs pilots at OSU airport

“ON CAMPUS” 9-25-80

Pilots flying into the University’s Don Scott Field late at night after the control tower is closed can now receive up-to-the-second weather information through a pre-programmed computer voice.

The Weather-Check Automatic Weather Reporting System broadcasts continuous airport advisories to pilots in the air and provides the information to pilots in the briefing area of the airport terminal. It’s the first public installation of the new system.

After gathering current weather information through sensors, the system’s computer analyzes the data. Constant monitoring for reliability and the performance of ongoing checks ensure accuracy.

The computer translates the weather information into a “human” voice which is broadcast to pilots.

The broadcast information includes airport identification, time, wind speed and direction with notice of gusting conditions and variable winds, temperature, dew point if within 15 degrees fahrenheit of the current temperature, altimeter setting, density altitude if more than 1,000 feet above the airport, and any message related to safety which the airport manager wishes to program.

Don Scott Field usually shows up in statistics as the third or fourth busiest airport in Ohio in terms of flights in and out, according to Kenneth Newstrom, assistant airport manager.

The control tower operates from 7 a.m. to 11 p.m., but there’s still quite a bit of activity late at night when the tower is closed, he said.

“Once people find out what the new system will do for them, it will be very popular,” Newstrom predicted.

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Refrery explosion results in fuel cutbacks at OSU airport

By John W. Acree 2-2-91-80

Ohio State’s Don Scott Field is one of many airports experiencing a major cutback in aviation fuel because of an explosion at a Texas oil refinery.

On January 20, the Phillips Petroleum Company’s refinery in Borger, Texas suffered an explosion causing Phillips to cut back shipments of aviation gas to 35 percent of contracted amounts.

“We have notified the Federal Aviation Administration that we’re closed to all transient gas sales,” Ken Newstrom, assistant airport manager explained. “We’re restricting it to training aircraft and aircraft normally based here.”

As a result of the shortage, Don Scott has been forced to go to other suppliers for aviation gas. But Newstrom said that price gouging, which could easily occur in such circumstances, has not.

“Some dealers agree to loan you so much,” he said. “Others will out and out sell it. Everyone kind of pitches in and tries to help each other out the best they can.”

Paul Jenkins, manager of airport services, noted that Phillips’ cutback has resulted in a ripple effect.

“Their withdrawal has caused an additional burden on Sohio,” he said. Sohio, because of a strike among the refinery workers, is currently operating with strike crews and management teams.

“Sohio has been working at peak capacity for a number of years,” Jenkins explained.

Jenkins added, “If we don’t pick up fuel from outside sources within the next week-and-a-half, it’s conceivable we could shut down our aviation gas services.”

The chances of that happening, though, appear to be fairly slim. “My feeling,” Jenkins said, “is that some fuel will break loose between now and then, but probably not from Phillips.”

The university, he explained, has been working to provide alternate sources of fuel. “We’re anticipating an improvement possibly by April 1, but it will be six months to a year before we will be back at 100 percent.”

Despite the shortage of fuel, traffic at Don Scott Field has actually increased from a year ago. Last year through February 24, 8,875 aircrafts used the airport. Over the same period this year, the figure increased to 11,174.

“I don’t think people realize just how close to the edge we’ve been operating on this fuel situation,” Jenkins said. Accidents at one or two refineries could cause a lot of problems.

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Fly-In Planned At Don Scott

HIGH SCHOOL STUDENTS interested in careers in aviation can attend a fly-in, 10 a.m. to 3 p.m. Wednesday at Don Scott Field, the Ohio State University airport.

The fourth annual program, sponsored by the Dublin-Worthington Rotary Club, will include for the first time information on military aviation. Featured speaker for the noon luncheon will be Brig. Gen. Edward Power, Ohio’s assistant adjutant general for air.

Most pilots will attempt to pick up the broadcasts 20 to 30 miles from the airport, he said.

Designed by Artais, Inc., 4660 Kenny road, the Weather-Check System was donated through the University Development Fund to the airport by Donald H. Murlin, chairman of the board of the Murlin Co.

The gift was in memory of his son, Thomas R. Murlin, who was president of the company at the time of his death in a plane crash last year.
OSU seeks to restrict use of Don Scott Field

By Rob Weaver  
11-9-81

Ohio State could have a monopoly on pilot training at Don Scott Field if revised rules for governing the OSU airport are approved, Kenneth Newstrom, assistant airport director, said Friday.

The rules, which would restrict the use of the airport by private flight instructors and regulate flying clubs, are being examined by OSU President Edward H. Jennings. The proposed rules are meeting strong opposition from flying club members who are concerned the rules could raise the cost of instruction while reducing its quality.

A draft of the revised rules was to be submitted by Jennings to the OSU Board of Trustees on Nov. 6, but the president held the rules for further review.

Although several flight instructors question the legality of the restrictions, Newstrom said a clause in Department of Transportation policy could allow Ohio State to limit use of the airport to university flight instructors and still receive funding from the Federal Aviation Administration (FAA).

A new regulation in the proposed rules states a private instructor cannot provide instruction at the OSU airport unless approved by the airport manager. In addition, regulations concerning flying clubs say members cannot be student pilots unless they are under the supervision of an approved instructor, and flight instruction must not be the major objective or attraction of any club.

Newstrom said the proposed rules have caused some controversy. "The key issues that have developed are in regard to the control of flight instruction," he said.

If the trustees approve the rules, flight instructors not employed by OSU who want to base their operations at Don Scott would need the airport manager's approval. Current rules, in effect since 1977, only require registration with the manager.

Newstrom said if an instructor wanted to give a friend free flying lessons, it would be allowed.

"But if they (the instructors) begin to run a profit-making enterprise, then we're interested," he said.

The rules were written to promote the safe and efficient operation of the airfield, Newstrom said.

However, Jim Russell, a member of the flying club Aero Squadron, said he thinks the rule was created to eliminate competition between Ohio State's flight school and private instructors, especially those connected with flying clubs.

A club member usually can get private primary flight instruction for about $1,200, Russell said. The university currently charges $1,000 for its primary flight course.

Timothy Edwards, president of the National Flyer's Association (NFA), said he thinks the revised rules would prevent members of his club from receiving instruction from fellow members who have FAA instructor certification.

He said he encourages club members to take lessons from instructors belonging to his association so they can benefit from knowledge acquired during the organization's 13 years of existence.

Edwards said he did not believe the revised rules would be obeyed, even if they are approved.

Newstrom said the airport manager usually is given the authority to enforce policy, and to monitor the operation and safety of the facility.

The Chairman of the Department of Aviation (Richard Gilson) is defined in both sets of rules as the airport manager.

Edwards said, "I feel that the airport manager has been extremely insensitive to the needs of the owners and operators of based aircraft."

However, he said Jennings and Glower have shown sensitivity to these people's needs.

Newstrom said OSU is planning another meeting for concerned instructors and flying club members to be held sometime this week.
Private instructors may pay operating fees

Policy changes proposed for OSU airport

By Peter Morse

Officials of OSU’s airport, Don Scott Field, are drafting airport rule revisions which may require private flight instructors teaching at the airport to pay operating fees, according to Donald Glower, dean of the College of Engineering.

Glower and several other university officials are in the process of reviewing proposed airport policy changes. The proposals, which were released in October, have brought criticism from both private flight instructors and flying club members.

Glower said changes are needed because Don Scott Field “has to stand on its two feet” financially. Tuition paid by students outside the Department of Aviation in the College of Engineering does not go toward meeting airport expenses, he said.

OSU charges fees for flight instruction which go into the airport’s operating budget. “At the same time, other people are coming out here and hanging up their own shingle (offering flight instruction),” said Richard Wharton, business manager for the engineering department.

Glower said while OSU does not charge private instructors any operating fees, all other area airports do.

“We want to work out a compromise (with private instructors). We don’t want to drive them away. We’re saying ‘you’re welcome here, but you’ve got to become part of the family,’ ” Glower said.

One proposed rule stipulates that flight instructors secure the airport manager’s approval to operate at Don Scott Field. Currently, flight instructors need only register with the airport manager, Richard Gilson.

Some private instructors have protested because they said the rule may be used to give OSU a monopoly on flight instruction.

Glower said this is a misconception. “Very simply, the airport is a university laboratory for the Department of Aviation. We need to understand what goes on there,” he said.

Paul Jenkins, assistant director of airport services, said if the revisions are approved “the number of people dramatically affected will be small.” He declined to make an estimate, but said some instructors may only teach a few times a year.

Although some private instructors questioned OSU’s authority to impose any restrictions and still collect Federal Aviation Administration funding, Jenkins said the changes would not affect the university’s eligibility status.

“Letters we have from them (the FAA) and current practices at other airports indicate that that is no longer an issue,” he said.

Wharton said Department of Aviation administrators plan to hold a meeting with private instructors soon. “We are hoping (it will be) before the end of the month. Approval proceedings will be preceded by a meeting,” he said.

Final approval of the rules must come from the Board of Trustees.
Private lessons restricted at Don Scott Field

By Craig Jolley
Lantern staff writer

Use of Don Scott Field by private instructors and flying clubs will be restricted according to revised rules governing the OSU airport.

The new rules prohibit private instruction at the airport without approval from the airport manager. Current rules only call for registration with the manager.

In addition, flying clubs may not have instruction as their primary function and cannot advertise pilot training services to attract members, the rules say.

Thus, while flight instruction could be one of many services offered by flying clubs, any attempt to specialize in pilot training as a profit-making enterprise would be prohibited.

Student pilots also are required to be supervised by an approved instructor and must be a member of a flying club.

The airport manager must be provided with an up-to-date roster listing club member's names, addresses and pilot ratings.

The new rules have caused controversy among flying clubs who charge that OSU will have a monopoly on flight instruction at Don Scott by eliminating competition.

Larry R. Thompson, special assistant to the OSU president, reviewed the rules. He said a majority of the problem has stemmed from the public's misconception of the airport's purpose.

"Many people think of it as a private entity, as being like a Port Columbus. But it isn't," he said.

Thompson said the airport is the laboratory for the Department of Aviation, just as University Hospitals is the laboratory for the College of Medicine.

"When we have competition (flight instruction), that cuts into our mission," he said.

Thompson said he was meeting with all parties concerned to establish guidelines for the airport manager in determining use of Don Scott Field.

Richard D. Gilson, chairman of the Department of Aviation and airport manager, was unavailable for comment.
OSU trustees accept new Don Scott rules; flying clubs will resist

By Craig Jolley
and Laura Palko
Lantern staff writers

Despite strong opposition from two private flying clubs based at Don Scott Field, the OSU Board of Trustees Friday adopted the revised rules governing university airport operation.

Dennis Smith, representing both Aero Squadron and Phoenix flying clubs, said the clubs would fight the new rules, which he called "unfair, unreasonable and discriminatory."

"If we allow these proposed rules to go through in the manner written — being technically incorrect — it would limit and restrict the rights of the individual users of the airport," Smith said after the trustees' decision.

The new rules call for all flight instructors at Don Scott, including those working for private flying clubs, to become "casual" or part-time employees of OSU and work out of the university's Flight Training Clinic.

In addition, flight instructors must be approved by the airport manager to receive permission to teach at Don Scott.

Smith told the trustees that the Federal Aviation Administration (FAA) guarantees flying clubs the right to operate and maintain their own aircraft and claimed the university's opinion was "rendered in a vacuum."

Larry R. Thompson, special assistant to the president, has maintained that while Don Scott is a "public-use airport," the university has the right to control the use of its property.

"I really believe we have the authority to manage our airport, to govern our airport and retain exclusivity," Thompson said.

Because OSU has received FAA funding, however, Smith said the university only has legal property rights in commercial operations and not flying club operations which are non-profit.

Smith admitted that while court action was the bottom line option available to the two clubs, other alternatives will be discussed by club members.

Smith declined, however, from explaining specifically what those alternatives were.

"There are still answers that need to be explored," he added.

In other business the trustees:

• Accepted a $20,966 grant from the National Aeronautics and Space Administration to study how long-term exposure to weightlessness affects the inner ear's gravity-sensing mechanism.

• Approved a two-year contract renewal with the Mutual of Omaha Insurance Company to provide optional health insurance for students.

The new contract, effective autumn quarter, increases the daily semi-private hospital maximum room rate from $100 per day to $145.

The University Health Service outpatient benefit is increased from $100 to $150.

Under terms of the new contract, quarterly premium rates will be $40 for students; $109 for student and spouse; $156 for student, spouse and all children; and $87 for student and all children.

The health insurance is optional for students. Those students who decide they want health insurance coverage may pay for it with their quarterly tuition and fees.

• Approved the award of a $100,835 contract to Frush & Homan, Inc., Columbus, to install smoke detectors in the hotel section of the Fawcett Center for Tomorrow. Smoke detectors are to be placed in individual guest rooms, office and meeting room areas and in elevator lobbies.

• Accepted a gift of a 202-acre farm in Pleasant Township from Edmund M. Kagay of Grove City. After the property is sold, an income-only trust fund will be established for Kagay and will provide him with an annual payment of 7 percent of the net proceeds from the sale.
Don Scott third busiest Ohio airport

By Clay Bogart

OSU's Don Scott Field is the third busiest airport in Ohio, said Director Ken Newstrom.

In total operations, only Port Columbus Airport, with 235,000, and Cleveland Hopkins Airport reported more operations last year. OSU's airport had 191,000 operations.

About 300 aircraft are based at Don Scott Field, 2160 W. Case Road.

The Ohio National Guard owns most of the aircraft - 55 helicopters and two twin-engine airplanes, said Maj. Steve Martin.

These aircraft are used for training purposes to "maintain the readiness level of our air crews," said instructor-pilot Paul R. Holbrook. The air crews could be activated at an outbreak of war, civil disturbance or natural disaster, he said.

The Ohio Division of Aviation has 30 aircraft based at the airport. Of the 30 planes, 11 are natural resources aircraft, which protect the environment through forest and wildlife preservation and fire control.

Nine are used for airport inspection, aerial photography and transportation of state officials.

The remaining 10 Highway Patrol airplanes inspect Ohio. "The planes were responsible for 12 percent of all highway arrests last year," said Norman Crabtree, state aviation director.

There are 35 corporate-owned jets based at the field, Newstrom said. Corporations using the field include Wendy's International and Huntington National Bank.

Sam Huff, a Huntington employee, liked the convenience of the airport. "Since (state Highway) 315 was completed, it's been quicker to get here from downtown."
OSU airport renovations take off

By Nancy E. Ford
Lantern staff writer  5 August 1983

The OSU airport will undergo more than $700,000 worth of renovations following the Board of Trustees’ recent approval and allocation of federal funds.

The main reason for the construction is to install new, high-intensity lighting cables on one runway, said Ken Newstrom, director of the airport. A taxiway will be built parallel to that runway, and another taxiway in the terminal area will be widened. Runway signs will be installed and several areas will be resurfaced.

The estimated cost is $719,356, he said, with $647,423 coming from a Federal Aviation Administration grant and $71,933 from Ohio State.

The renovation was begun to replace the lighting cables, but federal funding made further modifications possible, he added.

The 41-year-old airport, located seven miles northwest of campus, relieves over-flow problems from Port Columbus by taking non-airline traffic.

OSU uses the facility for teaching, research, and service. It is also open to the public.

Rich Roberts, superintendent for construction and renovation, physical facilities auxiliary, is working with the architectural and engineering firm of Grindle and Bender to develop plans and choose a construction company.

This is a minority set-aside project, he said, in which the lowest bid from a certified minority company will be chosen.

Airport activity will continue at a normal level during construction, he said, with only slight modifications.

The project should be completed by the end of the year, Newstrom said.
Flight activity at Don Scott Field down

By Marba Wojcicki

Flight activity at Don Scott Field is down from previous years.

Airport director Kenneth Newstrom and Department of Aviation chairman Stacy Weislogel think airport neighbors should know about the decline.

In the late 1970s the number of flights peaked at 210,000 during one fiscal year. Since then the numbers have dropped through 185,000 to this year's 160,000 figure.

The cost of flying is one reason behind the decrease. "We began to see the decline at the time of the fuel embargo," Ken Newstrom said. "Owners started selling their planes. Flying club types of arrangements developed. There are four clubs of varying sizes here."

Since flying activity is tied in with the economy, there will be no explosive growth in aviation, Stacy Weislogel predicted. FAA graphs in his office show a national decline in new student pilot starts and in general aviation aircraft production figures.

General aviation means all aircraft and flying activity other than that of the airlines or the military.

The men want area residents to have a grasp of recent trends because of local concern over a 1976 projection of a 50 percent increase in flights at the OSU airport by 1996.

"The projection is no longer valid," said Weislogel. "The economy is down and the nature of general aviation is changing. There are no current projections."

The university airport received its first federal assistance in 1958-59. It became a public-use, general aviation airport. Weislogel compared it to a public parking lot.

This open-to-all status enables the facility to be financially self-supporting rather than dependent on the university.

While commercial flights are not allowed, about 300 university, government, business and private planes are based at Don Scott. The tower is maintained by the FAA and manned by their personnel from 7 a.m. to 11 p.m.

"A survey was done about two years ago to determine if the tower's hours should be expanded," said Newstrom. "We looked at shifting hours, too, but the FAA found that the amount of traffic didn't merit a change."

After 11 p.m., a pilot himself can control the airport's approach lighting by remote radio control. He may choose to use the flight service facilities of Port Columbus and stay in radio contact with the city airport. For instrument landings radio contact is required.

Safety and noise abatement regulations for use of Don Scott Field are widely published in materials used by pilots to plan their flights. Pilots taking off from Don Scott are reminded of noise abatement procedures by a sign near the runway.

The 1985 year should mark a milestone for aircraft noise reduction, Newstrom said. Unless changes are made before then, the original FAA noise restriction requirement states that all turbojet aircraft -- not just those built since 1975 -- must meet the specifications for a "quiet generation."
The Federal Aviation Administration will present Ohio State University's department of aviation with a certificate of commendation Friday (10/14) for its Airway Science Curriculum.

Paul K. Bohr, FAA Great Lakes regional director, will make the presentation at 3 p.m. in Hangar 1, Ohio State University Airport, 2160 W. Case Road.

Stacy Weislogel, professor and chairperson of the aviation department, said Ohio State was the 10th institution in the nation to qualify for the program, which was developed following the air controllers' strike.

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(Contact: Stacy Weislogel: (614) 422-1116.)

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Aviation at Ohio State is more than just the OSU Airport and flying lessons. It is careful instruction, research, a top airport facility for both private and commercial aircraft, as well as a degree granting program.

The OSU Airport is one of the top 25 general aviation facilities in the country, and is the third busiest in Ohio with over 200,000 take-offs and landings each year. It serves various state agencies including the National Guard and the Division of Natural Resources. Numerous private aircraft and over 35 corporations use the airport in addition to the aircraft operated by OSU in its teaching and research activities.

The OSU Department of Aviation is part of the College of Engineering and offers a Bachelor of Science in Aviation. Though not considered an engineering degree, it still provides the strong engineering science and analysis background necessary for application to high technology aviation problems. The department also offers an Aviation Management degree through the College of Administrative Science. Also offered are programs in atmospheric science, communications, and psychology.

Interested in aviation? Any OSU student can enroll in aviation classes as an elective for credit. Students can also enroll in the OSU Flight School in pursuit of a private pilot license. One can earn commercial and instructor certifications also.

OSU's More Than Minimums Flight Education Program goes beyond the bare minimums of flight instruction. Extra emphasis is placed on crucial flight situations, and more time is spent with instructors to fine-tune students' skills. Increased experience in dealing with bad weather and high traffic airports makes the student more confident and able to handle a potentially dangerous encounter.

Ohio State operates a 14-plane fleet and three flight simulators for instructional use. The OSU Flight School logs approximately 6,000 hours of instructional flight time annually.
WOOSTER, Ohio -- Ohio State University's Board of Trustees agreed Friday (4/5) to lease 10 acres near the University Airport to Ohio Teleport Corp.

The firm plans to construct eight dishes to transmit to satellites and to build other facilities for a communications system. Estimated cost of the project, which will take about two years to complete, is $10 million.

The 20-year lease will be at the rate of $24,000 for the first five years, $36,000 for the second five, $48,000 for the third five and $60,000 for the last five, said Larry Thompson, special assistant to Ohio State President Edward Jennings.

Ohio Teleport plans to have one dish in operation around January 1986, said Miklos Korodi, president and chief executive officer of Ohio Teleport. That dish and the building and electronic equipment for the teleport will cost an estimated $1.6 million.

Ohio Teleport is the only teleport in the nation that has both public and private partners. The partners are Ohio State University, Chemical Abstracts Service Division of the American Chemical Society, CompuServe Inc., and Ruscilli Realty.

The project also will involve more cooperation from other
public agencies than has any previous teleport venture, Korodi said. He is a former president of Warner Amex Security Systems and former vice president and general manager of QUBE, the innovative cable television system in Columbus.

Users will be able to transmit and receive data and audio and video signals through the microwave communications system of the Ohio Department of Administrative Services.

Ohio Teleport also is negotiating with the city of Columbus to link the teleport's system with the city's cable system.

About 90 percent of the teleport's business will come from data communication.

"Businesses spend a large portion of their total budgets on data communications," Korodi says. "They will be able to transmit cost-effectively through the teleport."

Teleport users will be able to establish two-way communication with any location on the globe where another satellite uplink and downlink exists.

"Our market research indicated that our potential users most frequently communicate with 35 U.S. cities," Korodi says. "We will put a priority on establishing links with these cities."

The teleport will make it possible for businesses and organizations to set up teleconferences, meetings involving people in various cities.

Businesses and individuals will be able to connect their computers with the teleport by using a telephone modem.

"This is such a new field that we don't know all the possible uses of the teleport," Korodi said. "We are writing the book on teleports that involve the public and private sectors."

- more -
The teleport will help attract new businesses to Columbus and Ohio, Korodi said. "Having low-cost, reliable communications available could influence their decision about where to locate," he said.

The teleport will employ 25 when it begins operation. It may employ 40 when it is fully developed.

Ohio Teleport plans announcement of its financing, which will include additional private investors, in several weeks.

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Contact: Miklos B. Korodi, 261-4500, and Larry Thompson, 422-2424. Written by Chris Eversole.
Don Scott lease OK expected

4-5-85
By Tom Sheehan
Dispatch OSU Reporter

Ohio State University trustees today were expected to approve the leasing of 10 acres at OSU's Don Scott Field in northwest Columbus to the Ohio Teleport Corp.

Ohio Teleport, formerly the Columbus Teleport Corp., is a telecommunications project founded in October 1982 to provide business customers with a low-cost alternative in the transmission of voice, data and video signals. OSU is one of five partners in the venture.

Plans call for installing a small equipment building and eight satellite communications dish antennas. The estimated cost is $10 million.

The dishes can be used to transmit high-speed computer data and graphics through satellites.

RICHARD D. Jackson, vice president for business and finance at OSU, said terms of the proposed 20-year lease call for annual rent of $24,000 in the first five years, $35,000 in the second five years, $48,000 in the next five-year period and $60,000 in the last five years.

The lease proposal was to be made to trustees during a meeting at OSU's Agriculture Research and Development Center in Wooster, Ohio.

Jackson said the vacant property is on the eastern fringe of the airport, just south of E. Dublin-Granville Rd. and west of Goodwin Rd.

In addition to OSU, the other four partners in the project are Ohio Bell, Ruscelli Realty Co., Chemical Abstracts and CompuServe. Each partner put up $250,000 to help support the venture.

LARRY THOMPSON, a special assistant to OSU President Edward H. Jennings, is OSU's representative to Ohio Teleport.

"Hopefully the construction will begin around August or September," Thompson said. He said at least one of the dishes is expected to be operational by January and the other seven by 1988.

"In terms of the business plans... we did a comprehensive market survey that shows interest among prospective customers to be quite promising," Thompson said.

State government and Teleport officials announced last year that the company will be allowed to hook up to the state's microwave communications network. Thompson said having that hookup gives the Teleport access to many prospective business customers throughout Ohio.
Airport uses funds for new equipment

OSU's Don Scott Airport will have a new lighted taxiway and additional snow removal equipment bought with the rest of a $1.3 million federal grant, said Bruce Cuthbertson, spokesman for Rep. John Kasich, R-Westerville.

Ken Newstrom, director of the airport said the remaining $913,412 granted by the Federal Aviation Administration won't be received for months. Equipment will be purchased and construction will begin when funds are received.

He said the snow removal equipment probably won't be purchased in time for this winter and he estimates construction of the taxiway to begin in the spring.

"It was a nice surprise here at the end of the fiscal year," Newstrom said. "We didn't expect to hear from them so
Airport won’t be expanded

By Robert Sohovich
Dispatch Development Reporter

Northwest Columbus residents, alarmed by the rapid growth in shops and condominiums in their area, were assured Tuesday night that there are no plans to expand the 1,500-acre Don Scott Field.

“I can say one thing to quiet many fears. There are no plans to make it any bigger,” Jean Hansford, Ohio State University campus planner, told the Northwest Development Task Force.

Hansford said changes are contemplated for some of the land between the airport runways and nearby subdivisions. They include:

- A golf course, possibly operated by the city Recreation and Parks Department, may be built on about 100 acres now used for conservation on the east side of the airport.

OSU says no airport merger

Ohio State University’s Don Scott Field cannot legally be included in any merger of Franklin County’s airports, said a study issued Tuesday.

State law does not permit OSU to participate in two agencies that might be formed to handle airport operations — a port authority or a regional transit authority, according to a report on airport regionalization by the Mid-Ohio Regional Planning Commission.

The study also said that Don Scott Field could not be acquired by any regional authority through eminent domain because it is owned by OSU, an arm of the state.

William Habig, commission executive director, said, “The status of Don Scott is not a flaw. It doesn’t change the prospects for regionalization. Don Scott is basically a teaching component with very little commercial air traffic.”

The airport study reviewed six options on changing the way Port Columbus, Bolton Field and Rickenbacker Air National Guard Base are operated, but made no conclusions.

That was done at the insistence of Franklin County Commissioner Roger Tracy. He said representatives of the county, city, OSU and the Columbus Area Chamber of Commerce, which asked for the study, should make the decision on regionalization.

A high-technology research center using 50 to 60 acres is planned for the northern part of the grounds. The center would not increase airport traffic, Hansford said, because traffic is near capacity now.

A swine evaluation center near Case Rd. will be moved in two or three years, probably to the Molly Caren Farm near West Jefferson.
OSU airport noise brings complaints

By Polly Ritchie
Lantern staff writer

Aircraft noise is causing headaches for residents near Don Scott Field, and OSU is hearing their complaints.

But, a university official this week said the airport has been there for years and residents should listen before they buy homes there.

Don Scott, in northwest Columbus’ rapidly expanding Sawmill Road area, has been the university’s airport since 1942. Currently, it is the state’s third busiest airport.

Developers have been building apartments, condominiums and houses in the area for the past five years.

After moving into the buildings, residents are writing letters and calling the university with complaints about noise from the planes.

"Residents should have explored the area before moving there and making such a major decision in their lives," said Jean D. Hansford Wednesday.

Hansford, of the Office of Campus planning and Space Utilization, said many residents who have been complaining about the noise say they aren’t aware the airport is so close when they buy their homes.

Hansford said his office doesn’t get many complaints from area apartment residents because they usually move if the noise bothers them.

Not all of the residents in the area agree with the protesters.

Leslie Miller, of 1833 W. Case Rd., said she has been living in the Don Scott area since 1963 and the noise from the planes have never bothered her.

"Residents who have bought condominiums and homes in the area are the ones with complaints," Hansford said.

That’s because the large investments in homes and condominiums make it harder for residents to sell than it is for someone living in an apartment to get out of a lease, he said.

If the residents know about the airport before they sign the lease, Hansford said, they will have no need to complain to the university.

"Developers should tell people interested in living in the area about the noise problem before they sign any leases," Hansford said.
Don Scott plans safer airfield

By Brian P. Davis
Lantern staff writer

Ohio's third busiest airport will be renovated this summer.

Don Scott Field, owned by Ohio State, will receive a lengthened runway, improved airfield lighting and modifications to its electrical system, said Richard Roberts, superintendent of construction and renovation.

Some safety fences will also be moved as part of the project.

The project is part of the airport's master plan developed in 1978, said Airport Director Ken Newstrom. The improvements will help the airport handle the growth of air traffic. This growth was triggered by lowering energy costs and a good economy.

By doing the project now, he said, future delays will be avoided in handling arriving and departing aircraft.

Only Cleveland Hopkins Airport and Port Columbus International Airport handle more traffic.

Roberts said the runway is being lengthened so larger aircraft can use it. Don Scott, which handles corporate, private, military and university aircraft, currently has only one runway that can handle larger aircraft.

The project has had some delays, Roberts said, because 90 percent of the funds are federal. The remaining 10 percent comes from the university. This means many people outside the university must be included in the planning and reviewing process.

The project will cost an estimated $260,000. Bids from contractors will open March 20.

Roberts said the renovation should begin by June 1 and be completed by the end of September.
Don Scott Field

By Lisa M. Grubb
Lantern staff writer

While the OSU Airport is today the third busiest airport in Ohio, 44 years ago the airfield was nothing more than an idea and an undeveloped strip of farmland.

Plans for building an airport on 322.5 acres of land seven miles northwest of the campus began in June 1942.

On November 5, 1942, the first plane landed on the undeveloped airfield. The plane's pilot was Maj. George Stone, Commander of the Ohio Wing of the Civil Air Patrol.

Building the airport cost $277,500, said Kenneth Newstrom, airport director.

Newstrom said the Board of Trustees felt Ohio State should adopt a role of prestige in aviation training.

The board named the airport Don Scott Field, in memory of the OSU quarterback who died in World War II. Scott, a member of the Army Air Corps, died in October 1943 in a bomber crash in England.

The airport originally had only one runway, and housed about 22 planes in its early years. Now those figures have grown to four runways and approximately 300 aircraft.

The airport and its facilities now cover approximately 500 acres of land.

One runway is lighted all night, but the control tower operates only from 7 a.m. to 11 p.m. Newstrom said this is because there is virtually no traffic between 11 p.m. and 7 a.m.

In 1969, the airport opened up to private industry as a general aviation airport. This means it handles only non-commercial aviation.

Presently, Worthington Industries is the only private company that has its own hangar on the complex. The hangar houses three jet aircraft and one helicopter.

The airport handles approximately 185,000 operations per year, including traffic from private industries, Newstrom said. Every take-off and landing is considered an operation.

These operations generate approximately $4 million a year. The airport is completely self-sustaining, Newstrom said. The money comes from fuel sales and hangar rentals.

While most general aviation airports encounter many problems with their neighbors, Newstrom said the OSU airport's problems are minimal.

However, the airport has an Airport Advisory Council that meets three times a year to handle concerns from the surrounding neighborhoods, Newstrom said. There is one representative from each of the 12 neighborhoods surrounding the airport.

At these meetings, the neighbors can discuss any problems they are having with the airport.

Newstrom said there were some problems in the 1960s with areas east of the airport such as Indian Hills and Sycamore Hills.

Jean Hansford, campus planner, said the problem arose because real estate developers didn't disclose the problems with the airport to the home-buyers.

Campus planning now attends many zoning meetings for the area to make sure developers are aware of any potential problems.

Many neighbors of the airport have become involved in the continuing education courses offered at Ohio State. Included in continuing education is civilian pilot training. Newstrom said civilian training began in the 1940s and pilot training on campus began in 1918.

Many students practicing for their pilot licenses take off from the airport daily.

To protect the aviation students in their training endeavors, there is a fire station located on the airport complex. The station is called the Crash, Fire, Rescue Facility.

The station began operation in the early 1970s to accommodate the rapid growth of the area and the city's need to put a station farther
took off over years

The airport originally had only one runway and housed about 22 planes in its early years. Now those figures have grown to four runways and approximately 300 aircraft.
Because the airport had the building to house the facility, the city agreed to provide 24-hour professional firefighters for the airport. The airport allows the city to have their station there, saving both parties a lot of money, Newstrom said.

He said the facility has a good safety record: "There haven't been any fatal accidents so far." There have only been a few small accidents which are referred to as fender-benders.

This impressive safety record also makes for little competition between the airport and Port Columbus International, Newstrom said, because Don Scott is known as a reliever airport for Port Columbus. Don Scott is able to handle a lot of the business traffic, while Port Columbus is designed more for passenger and cargo air flights.

On July 4, 1987, the airport was even mistaken for Port Columbus. Newstrom said, and a Boeing 707 landed on the main runway. The plane was on its way to Port Columbus after a stop in Chicago. The passengers and luggage were unloaded, and the plane flew out the same way it came in.

"Luckily it hadn't refueled in Chicago, or they may not have gotten it back up," he said.

Don Scott could also be mistaken as a large farm, because it shares a lot of its unused land with the College of Agriculture. Newstrom said the airport has very few problems with the farmland and crops being so close. "It's a very compatible situation." Most of the land the airport isn't using can be farmed.

Harold Bauman, assistant dean of agriculture, said he agrees that airport, crops and animals are very compatible.

"The university has done well to figure out how we can all co-exist on that land. It's a real challenge to all of us to figure out just how to raise a swine in the middle of a city," Bauman said.

Bauman says he does see some problems for the future that they are trying to work out.

For academic purposes, the students need a certain number of animal units to be able to raise and study. When they get away from that number, Bauman says, everyone begins to suffer from it. And with the airport gradually needing more land, someone is going to lose, and it will probably be the crops.

The College of Agriculture tries to avoid attracting birds on the land around the airport by growing crops such as soy beans, corn and occasionally hay.

The airport also lets the grass grow in many areas so that it can be harvested as animal feed.
OSU airport potential locale for industrial research

By Lisa M. Grubb
Lantern staff writer

With present growth and plans for future development, the outlook for the OSU airport and the surrounding land looks promising, said Joan Hansford of Campus Planning.

Hansford said there is great potential for this part of the university to develop into a major industrial research center and that it  would contain many high-tech private industries.

Because of the easy access to the airport, campus planners hope the area will be in great demand, Hansford said.

"It's a slow process that could take years to grow. We'll use the land as it is needed," he said.

In the long term, if more land is needed, the animal science center will probably be the first thing to be moved, he said.

Hansford said there are some successful small companies along Kinnear Road that are good representations of what the university can look for in having its own research park.

The recent development of shopping centers and residential areas along Sawmill Road has brought enormous traffic problems to the area. So far, though, the airport and farm centers have been able to avoid most of these problems because of different access roads, such as Godown, Road and Case Road, Hansford said.

"Northwest Columbus is the fastest growing region in the Columbus area. There is no money for widening the roads, which is handled by the city, so there is an increase in traffic problems which need to be taken care of," he said.

The airport itself is presently working on a project to widen the taxiway of one of its runways, said Kenneth Newstrom, director of the airport.

The addition was originally even a bid of $300,000 and was to be started in 1984. However, government freezes on spending at the time prevented the project from being started.

The project for the widened runway will now be combined with other airport projects at a total cost of $300,000.

The airport is presently finishing construction on a hangar along Case Road which will house approximately 10 airplanes.

Newstrom said there are also two new t-hangars which have been completed recently. Each one houses 15 planes.

The airport is self-sustained and any profits that are shown from it go into airport improvement, Newstrom said.

The government has been funding airport programs for the last 30 years. Up to 90 percent of the funding for projects comes from federal assistance, which is acquired through trust funds, ticket taxes, and aviation fuel taxes. The other 10 percent of any project must come from the airport itself, he added.

Newstrom said the airport must abide by federal rules for using the grants, but being a part of a state university, most of those rules already exist.

Planes at the OSU airport will soon have a wider taxiway on one of its runways. The project for the widened runway will now be combined with other airport projects at a total cost of $300,000.
Unknown acres produce crops, nurture animals

By Lisa M. Grubb
Lantern staff writer

Seven miles northwest of the Ohio State campus lies a community few people on campus know exists.

The land, owned by the university, includes Don Scott Field, the land being farmed by students in the College of Agriculture, many of the animal science buildings and the area's own waste disposal plant.

Jean Hansford of Campus Planning said when the airport was first being developed, the university acquired as much of the land surrounding it as possible.

The airport had to protect itself from encroachment, and from any problems with neighbors complaining about the noise coming from the planes as they are taking off and landing, Hansford said.

Land purchases come from legislative appropriations from the government to run the university. There is a consistent and regular acquisition policy.

Hansford said any unused land surrounding the airport or farm buildings are used for growing crops. It is cheaper to raise the animals because the feed is grown right on their own land.

"It's a dual-use concept," Hansford said. The students in farm operations get the opportunity to raise crops, while learning to feed the animals more efficiently by producing their own feed, he said.

On the northeast corner of the land, there is a facility for raising laboratory animals. The animals are raised in a germ-free environment for later use in research, Hansford said.

The annual Farm Science Review previously was held on the land by the College of Agriculture. Although the event would bring in approximately 85,000 people each year, it caused traffic problems and litter not only for the airport, but also the surrounding communities.

A conservation area is located on the southeast side of Don Scott Field, used during the science review to demonstrate ways farmers can make their farms and the land around it more livable while raising animals, Hansford said. The land is now unused, but an A-frame house is kept on it for workers, students and pilots to enjoy.
Don Scott noise to be studied

By Debra Mason
Dispatch Staff Reporter

Local residents will be able to get loud about the noise at Don Scott Field when public hearings are held early next year as part of a yearlong study of the Ohio State University airport.

The $166,667 study, paid for with a $150,000 grant from the Federal Aviation Administration and $16,667 from the university, will include a review of the airport’s master plan as well as take the first in-depth look at noise caused by the airport and how the airport affects the community.

The airport, which caters primarily to business and privately owned aircraft, is at 2160 W. Case Rd. in northwest Franklin County.

Airport Director Kenneth Newstrom said the review of the airport’s master plan will look at what improvements, such as lighting or taxiways, are necessary.

The airport will begin the one-year project late this fall after a consultant is hired, Newstrom said.

One of the busiest airports in the state, Don Scott has never had a full-fledged noise study, he said. Until recently, only airports with commercial airlines were eligible for federally financed noise studies.

The federal government is encouraging other airports to review levels of sound from takeoffs and landings, Newstrom said.

He said complaints about noise have not increased recently, adding, “We have your typical noise problems.”

The Airport averages two to three complaints a month, Newstrom said. More come during the warmer months of the year because people are outdoors and hear the aircraft.

But most private aircraft comply with federal regulations governing the amount of noise a plane makes, he said.

Last year the airport had about 160,000 takeoffs and landings, down from about 200,000 a year in the late 1970s.

Although some of the money is to review the master plan, no expansions of the airport are expected, Newstrom said.
OSU considers sale of Don Scott Field

By Kristi Ferguson
Lanier staff writer

President Edward H. Jennings has appointed a committee to investigate the possibility of relocating facilities at Don Scott Field and selling or leasing the approximately 1,400 acres of airport and agricultural land.

Dick Jackson, vice president for Business and Administration and chairman of the investigation committee, said "This is a process that will need input from everybody and the final determination will be whatever is compatible. The president has said this study might take 10 years."

Jackson said the university is looking into selling the land to invest the money in endowments.

However, retired director of airport business G. Courtney Chapman, who served on the 1984 OSU Airport Development Advisory Committee which also looked into selling the land, said he found the sale would not generate much money for the university.

"When all factors are taken into consideration, it meant very little in terms of revenue for the university. By the time you purchase land and build facilities and consider transportation costs for an outlying area, and then consider what you'll get from selling Don Scott Field, there is very little revenue left over, according to the 1984 figures," he said.

Possible lessees or buyers include commercial, residential and transportation developers, but not heavy industry, according to Jackson.

Other members of the investigating committee include Frederick E. Hutchinson, vice president and dean for agriculture, Stacy Weislogel, chair of the department of aviation, and Donald D. Glower, dean of Engineering.

Jackson said he has talked to the faculty and staff and the major users of the airport.

"President Jennings has spoken with the mayor and he basically said we are taking a look at the possibility of changing the utilization of Don Scott, and would you (the mayor) be interested in selling the land at Bolton Field," said Jackson.

Bolton Field in Columbus and the Transportation Research Center in East Liberty were named as possible relocation sites for aviation operations in a Nov. 7 letter from Jennings to Jackson.

The committee plans to discuss the possibilities with the Federal Aviation Agency in Chicago in December. Jackson said, and organize programs to answer all the questions that are raised.

The Ohio State University Airport at Don Scott Field, the fourth most active in Ohio, is owned by the university and has been in operation since 1945. It is 8 miles northwest of main campus at 2160 W. Case Road.

OSU Airport is self-supporting and has no commercially operated activities. The airport employs approximately 100 university employees and more than half are OSU students.

The Department of Aviation offers bachelor of science degrees through the colleges of engineering and business and a bachelor of arts degree through the College of Arts and Sciences. During 1986-87, 1,647 student were enrolled in aviation courses and flew about 6,000 hours during the program. The department also offers a Flight Training Clinic to the public.

There are 14 corporate flight departments based at the airport operating approximately 300 airplanes and the university operates and owns 20 airplanes. The colleges of engineering, veterinary medicine, and agriculture operate research offices and labs at the airport. The Ohio departments of transportation and natural resources and the Ohio National Guard also have offices at the airports.

Renovations costing $800,000 to improve the airport's runways and taxiways are now underway, and $100 million worth of renovations were just completed on the airports' hangers, according to Weislogel.
Port Columbus stands to gain from OSU deal

By Robert Sohovich
Dispatch Development Reporter

Last of a series

Major improvements to Port Columbus may be speeded up if the city can reap millions of dollars through a land deal with Ohio State University. OSU officials are considering closing Don Scott Field, and they may be interested in moving airport operations to Bolton Field, which the city owns.

Money from either the sale or lease of Bolton to OSU could be used to advance Port Columbus improvements, said R. Scott Spriggs, Mayor Dana G. Rinehart's executive assistant.

The city has a master plan that calls for a $174 million long-term upgrading at Port Columbus. The city has a $65 million debt for past Port Columbus improvements.

Upgrading Port Columbus would involve about $22 million in short-term projects that call for extension of the north runway, a crossover runway to connect the two runways and terminal improvements.

Cincinnati is getting a larger Delta hub, and Dayton has a Piedmont hub. The hubs mean those airports handle more than 100 flights a day by those carriers. That translates into more flights to more destinations.

Chamber officials say cities with hubs have a leg up in attracting new businesses and in keeping traveling costs down for existing businesses.

Spriggs said the Rinehart administration is considering a municipal port authority.

"The authority would operate the city's airport or airports," he said. "It would have its own board of directors and could lease airports from the city and have its own debt," Spriggs said.

"It gets the airports out from under the city umbrella."

Rinehart is opposed to a regional airport authority that would oversee the city's airports and the county-operated Rickenbacker Air Industrial Park. He fears Rickenbacker may become a major financial liability like the city's trash-burning power plant. The mayor also is opposed to putting on a new property tax to help finance an authority.

The city is beginning the planning on the projects but lacks the money to start them.

With 18 passenger gates, Port Columbus cannot accommodate an airline hub, which would bring in nearly 100 more flights daily. It has about 100 daily flights now. City officials and businessmen say the airport needs more non-stop flights to more destinations.

The city cannot ask the airlines that serve the city to dramatically increase their service without an expanded terminal, officials said.

John B. McCoy, chairman of the Columbus Area Chamber of Commerce, said he was not aware of the details of any potential land deal involving the city and OSU. "But I'm for making Port Columbus a first-class airport," McCoy said.

The chamber has launched a drive to improve airline service or obtain a major airline hub.

TROUBLED SKIES

What's ahead
OSU may close Don Scott Field

By Robert Sohovich and Ruth Hanley
Dispatch Staff Reporters

Ohio State University wants to close Don Scott Field and relocate airport operations to Bolton Field, owned by the city, or somewhere else in central Ohio.

OSU would sell or lease to developers the 1,400 acres in northwest Columbus that includes Don Scott Field, the fourth-busiest airport in the state.

The land, which also includes some OSU agricultural buildings, is worth more than $100 million, said Richard D. Jackson, OSU's vice president for business. He said proceeds would be put into a general endowment fund.

Jackson announced yesterday that OSU President Edward H. Jennings had sent him a letter Nov. 7, asking that use of the land be studied with a view to ceasing university operations in the Don Scott Field area within the next decade.

Jennings said he was asking for the study because of continuing development pressures in the area and the need to make the best possible use of university resources.

Jennings said he is committed to continuing a university-owned and managed airport.

That might be Bolton Field in southwest Columbus. Jackson said he and Jennings briefly have discussed the availability of Bolton with Mayor Dana G. Rinehart. The mayor and Jennings were out of town yesterday and unavailable for comment.

Jennings said in the letter that, besides Bolton, officials also should consider the state's Transportation Research Center at East Liberty, Ohio, or other central Ohio sites as possible locations for OSU's aviation operations.

Northwest Columbus is one of the fastest growing residential and retail areas in the state. Residents there have organized strong civic associations in efforts to curb the growth and to get major road improvements to alleviate traffic jams.

Jackson pledged that the residents will be consulted. He said OSU was not seeking "top dollars," but was interested "in doing it right and developing something nobody will be sorry we did." He said development of the acreage would be compatible with the area's existing residential, commercial and retail uses.

The land would have to be rezoned for development, he noted.

He said items that will be considered will be OSU's long-term aviation needs, whether the federal government must consent to disposing of Don Scott because federal grants have been used to improve it, and the legal steps OSU will have to follow if it decides to lease or sell the land.

Since 1968, the airport has received about $6 million in federal aid, including the most recent allocation of $900,000 to extend runways and taxiways.

R. Scott Spriggs, the mayor's executive assistant, said of the possible sale of Bolton, "It's an idea that bears merit and should be continued to be discussed.... It opens the door to a lot of oppor-
tunities for everyone, but it is not going to happen overnight.”

Spriggs said developers of the Don Scott tract might be required to pay for road improvements. "The city is going to have a lot of leverage," he said.

City Councilwoman Cynthia Cecil said significant road improvements, costing millions of dollars, would be required. She said that probably would include an additional interchange along Rt. 315 or I-270.

In 1942, OSU spent $100,000 to purchase the 382 acres that became Don Scott Field. Today, Don Scott has 155,000 takeoffs and landings annually and an annual operating budget of about $3.6 million.

By Comparison, last year Bolton Field had less than one-third the traffic, with 49,000 takeoffs and landings.

Bolton and Port Columbus had combined losses of $7.8 million from 1981 to 1985.

Don Scott, which is self-supporting, has four runways. The longest is 5,000 feet, two are 3,000 feet each, and the fourth is 2,300 feet.

The 1,500-acre Bolton Field, which opened in 1970, has one runway of 6,200 feet.

Don Scott is an all-weather airport open 24 hours a day with complete instrument-landing capability. A Federal Aviation Administration control tower operates from 6:30 a.m. to 11 p.m. daily.

Bolton is open 24 hours a day, with its control tower in operation from 7 a.m. to 9 p.m. Its control tower is privately operated.

Don Scott is home to about 308 aircraft. It has about 60 T-hangars for small planes and nine larger hangars for corporate and other aircraft.

The last improvement at Bolton was the addition of a 9,000-square-foot hangar in 1984. Bolton also has a 18,000-square-foot hangar and 50 T-hangars.
OSU-Bolton Field deal sounds

By Alan Johnson
Dispatch City Hall Reporter

Mayor Dana G. Rinehart favors selling or leasing Bolton Field to Ohio State University and says such a deal should ground any movement for a regional airport authority.

However, Rinehart's chief opponent on the regionalization issue, Councilman M.D. Portman, said a deal with OSU for Bolton Field would not solve all the problems at Port Columbus.

OSU wants to close its airport, Don Scott Field, and offer the land for development. It would then relocate its aviation operations, possibly to Bolton Field.

PORTMAN SAID he plans to move ahead with informal discussions about forming a regional port authority, which would operate the city airports and the county-owned Rickenbacker Air Industrial Park.

If Don Scott is closed, the university might look at buying or leasing Bolton Field from the city.

"It's an exciting opportunity for the university and for the people of Columbus," Rinehart said after returning to Columbus from Washington, where he met with federal officials on unrelated business.

The mayor said a deal with OSU for Bolton Field would give the city an infusion of money to make needed improvements at Port Columbus. An updated airport master plan recommends $174 million in improvements at Port Columbus, but the city hasn't been able to come up with the money to move forward with the projects.

"I'M CERTAINLY hopeful that any reasonable person looking at the facts as they are now would not consider getting the city into bed with Rickenbacker," Rinehart said.

The Columbus City Council and the Franklin County commissioners passed resolutions last month calling for creation of a regional port authority to manage and promote Port Columbus, Bolton and Rickenbacker.

The mayor vehemently opposed such a move. He said Rickenbacker is nearly bankrupt.

Supporters of the regional authority argued that it would provide better financing for Port Columbus, possibly through a tax levy, and would put the city in a better position to compete for improved air service.

The Bolton deal, Rinehart said, would allow the city to "be able to successfully avoid talking to the people of Columbus about a tax increase and at the same time make some improvements at Port Columbus."

"The bottom line is one where the people of Columbus win," Rinehart said.

THE MAYOR said he still wants to consider a municipal port authority to "depoliticize" operation of Port Columbus. But he said no quick decision will be made on such a move.

Portman said he plans to meet with City Attorney Ronald O'Brien this week to discuss the legal ramifications of a regional plan.

Portman said the Bolton Field deal is "a temporary way to get money. If a situation comes up in 10 years when we need more money, what are we going to sell?" Portman said.

"There's got to be a more permanent solution."
OSU says shift from Don Scott won't hurt ag, flying programs

By Ruth Hanley
Dispatch OSU Reporter

Ohio State University officials say aviation and agriculture will remain top school priorities even if Don Scott Field is closed and the land sold or leased to developers.

OSU has begun a study of what to do with the 1,400 acres that encompass the airport and land used by the College of Agriculture for crop production, pastures and animal science studies.

THE NORTHWEST Columbus property, valued at more than $100 million, is one of the fastest growing residential and retail areas in the state.

OSU President Edward H. Jennings has asked Richard Jackson, OSU vice president for business, to coordinate the study of how the university can best use the land.

Any plans should be “equivalent to or better than the potential that current facilities offer; both for aviation and agriculture,” Jennings said in a Nov. 7 letter to Jackson. The letter said the study should be conducted with a view to ceasing university operations in the Don Scott area in the next 10 years.

Possible new locations for OSU airport operations are Bolton Field in southwest Columbus or the state’s Transportation Research Center near East Liberty, Ohio, Jackson said.

HE SAID OSU is committed to having an airport that is a “first-class operation.”

Relocation of OSU’s airport would temporarily disrupt operations of the aviation department, Chairman Stacy Weislogel said. “We’ll adapt to this change if it occurs,” he said. In the long run, “the aviation program will be one of the beneficiaries of what happens.”

Weislogel will assist Jackson in the OSU study. Frederick Hutchinson, vice president for agricultural administration, and Donald Glover, dean of engineering, also will participate.

The group will consider OSU’s legal obligations to the Federal Aviation Administration, which operates a control tower at the airport. Since 1963, the airport has received FAA and other federal aid totaling about $8 million.

JACKSON SAID he will meet with FAA officials in mid-December. He said he also will solicit the views of community groups and airport tenants, adding that he has mentioned OSU’s plans to some of them.

The Ohio National Guard, which leases land at Don Scott for one of two Army Aviation Support Facilities in the state, had not been notified, Maj. Calvin Taylor said yesterday.

Taylor, a public affairs officer, said National Guard officials will study the effect the airport’s closing would have on its operations. The Guard uses its hangar at Don Scott to house and maintain 56 helicopters, he said.

Beightler Armory, the Ohio National Guard headquarters at 2825 W. Dublin-Granville Rd., is just north of the airport.

OTHER DON SCOTT tenants include the aviation divisions of the Ohio transportation and natural resources departments and the State Highway Patrol.

Fourteen corporate flight departments are based at the airport, which is home to about 300 aircraft.

At least 100 of those planes are owned by members of the Ohio Experimental Aircraft Association, said its president, Jim Henry. The group, with about 10,000 members in Ohio, includes private and non-airline aircraft owners.

Henry criticized OSU for considering closing the airport and backing out on agreements with the FAA. The move “would cancel out a very vital service in the transportation community,” Henry said.

HE ESTIMATED between one-third and one-half of the non-corporate users of the airport would not relocate to Bolton Field because it is not as centrally located as Don Scott.

OSU could keep the airport open and make more money by turning airport operations over to private companies and then charging them rent, he said.

OSU’s aviation department now operates the airport.

But Weislogel stressed the importance of having a working airport as a “learning laboratory for our students.” OSU needs an airport to stay in the top five of about 400 collegiate aviation programs in the country, he said.

LAST YEAR, 1,674 students were enrolled in OSU aviation courses, with 321 students declaring aviation as their major. The department has six faculty members and is looking for two more, Weislogel said.

The airport has an annual budget of about $3.6 million and is self-supporting. Income in excess of expenses ranges from $100,000 to $200,000 annually and is channeled back into the airport budget, Weislogel added.
Relocation of airport raises crowding fears

By Dave Wilson
and Jo Ann Iven
Lantern staff writer

OSU's announcement Tuesday of the possibility of moving OSU airport operations from Don Scott Field has created concern about increased traffic and overcrowding in the area.

"Our assumption was that the airport would remain for the foreseeable future -- the next 20-25 years," said James Adair, a Columbus attorney who is president of the Northwest Civic Association.

The 1,400 acres of land surrounding Don Scott Field, Adair said, "are a sizable chunk of undeveloped land. One of our concerns is it's a big area to zone in a residential area."

He said the OSU land is 14 times as large as the land where a developer wanted to construct a so-called megamall in the northwest area, which area commissions and associations opposed.

"Over the long run I'm certain that...change could be of benefit," he said, but there are "a lot of things to be weighed and a lot of things to be considered."

Further development could add more strain to already overcrowded roads in the area, he said.

Scott Spriggs, executive assistant to Mayor Dana G. Rinehart, disagreed. He said the development will provide a golden opportunity for the city to alleviate some of the problems in the area.

Money generated from taxing private owners of the land can help pay for improved roadways in the area. Because Don Scott Field is state-owned, it does not generate any tax money for the city, Spriggs said.

The development will also allow the city to set aside a significant amount of land for parks, and relocation of the airport would eliminate problems with noise in the area, he said.

Richard Jackson, vice president of business and finance and chairman of the committee investigating the move, said overcrowding and the increased value of the land are two reasons the university is considering the move.

Housing developments crowding the university airport are making it "more difficult to operate in that area," he said.

The decision of whether Ohio State will sell, lease or develop the land itself will depend on the recommendations of the advisory committee, Jackson said.

Jackson said he thought leasing would be the most realistic of those alternatives.

"In the long term, leasing will provide the most control, the best development and the most return to the university," Jackson said.

Kim Koenig, real estate appraiser for the Borror Company located on the Northwest side, said demand for the land from development companies and home builders would be great, depending on how it is zoned.

Land in the area zoned for multifamily residential use is being sold for $50,000 to $60,000 an acre, he said. Don Scott Field is currently zoned for manufacturing.

Jackson said it is difficult to predict how much money the sale or leasing of the land would generate for the univer-

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AIRPORT: Announcement brings questions

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That would depend on the costs involved in moving the facilities at Don Scott and the expenses of buying or renting another location, Jackson said.

The university has already discussed the possibility of purchasing and relocating the airport to Bolton Field, on the southwest side of the city, Jackson said.

Bolton would be a good location because "it is an existing airport that is under-utilized," he said.

Spriggs said selling Bolton would be a good deal for the city and the university because Bolton loses money.

Aviation Department officials said they are open to the possibility of moving the airport.

Stacy Weislogel, chairman of the Department of Aviation, called it a "bold and imaginative plan to maximize financial benefit to the university and (maximize) its resources."

"My focus is on the continued encouragement and development of aviation at Ohio State, and if that means moving an airport, I'm in favor of it," he said.

University Airport Flight Instructor Glen McConnell said he has faith in the decisions the university makes.

"I think it's an issue that's sensibly addressed," McConnell said, "Our business is aviation education."
The Federal Aviation Administration does not want Ohio State University to close Don Scott Field and redevelop the land, an agency official in Chicago said yesterday.

"This agency and this region will not want to see it shut," said Peter A. Serini, assistant airports division manager in the FAA's Chicago regional office. "We would want to see what OSU wants to tell us. They have not formally approached this agency. We don't know exactly what they're going to say.

"The FAA has quite a considerable investment in equipment and facilities at OSU airport," Serini said. "They were put there because of a demonstrated need."

Richard D. Jackson, the university's vice president for business and administration, would not respond to Serini's comments. "I'm not going to go through a third party on that," Jackson said.

Jackson said he will comment after the university and FAA officials meet next month.

Ohio State officials announced Tuesday that they may sell or lease the 1,400-acre tract that includes the airport and other university facilities in northwest Columbus. OSU would use the estimated $100 million in revenue for general endowment, the officials said.

If the land were sold or leased, the university would move its airport operations, possibly to the city-owned Bolton Field in southwest Columbus.

"They are trying to close an airport that has 300 aircraft, that is a reliever airport to Port Columbus, that is the fourth-busiest airport in the state," Serini said. "Don Scott airport is a very important — is a very busy — airport, and you can't just say the airplanes are going to go someplace else."

Ohio State has received $4.5 million in federal money for airport improvements since 1970, including $900,000 this year. The federal grants stipulate the university must keep the airport open for 20 years or return the money.

"Can they buy their way out of the grant assurances? Perhaps, but I think that is speculative," Serini said.

Serini's boss, Paul K. Bohr, the Great Lakes regional director for the FAA, was en route from Milwaukee to Chicago yesterday afternoon and could not be reached.

Jackson said reimbursing the FAA is "not a problem but is obviously one of our concerns."

The university has not begun a detailed study of what it would cost to close Don Scott and move operations. The higher the cost, the less attractive a move would be, Jackson said.

Serini said the FAA has given OSU grants to buy airport land, but campus planner Jean D. Hansford disagreed. The university pledged the value of airport parcels as the local share of matching FAA grants, Hansford said.
OSU won't sell Don Scott land if airport moved

By Jo Ann Iven
Lantern staff writer

President Edward H. Jennings said Monday Ohio State will not sell the land where Don Scott Field is located.

Jennings said it was in the best interest of the university to maintain control of the land and either lease or develop it.

Ohio State announced last week it was forming an advisory committee to determine whether the university would relocate the airport. Bolton Field, on the southwest side of the city, is a location under consideration.

Before the Don Scott airport can be closed, however, the university will have to come to an agreement with the Federal Aviation Administration over the reimbursement of grants given to Ohio State since 1970.

"The university has accepted federal grants and has agreed to keep the airport open for at least 20 years following those grants," said Margorie Kriss, assistant public affairs officer for the FAA. The last of those grants was made in January, 1986.

The grants were used for land purchases, construction and general improvements, such as lights to mark runways, Kriss said.

The FAA provided the grants to ensure Don Scott Field is a viable airport, Kriss said.

Kriss said it is difficult to tell how closing or moving the airport would affect traffic patterns in the area because when traffic is decreased in one area, it increases in another.

"But once you close an airport, it's closed. There's no reopening it," she said.

Kriss said Ohio State has not officially contacted the FAA about the possibility of moving the airport, although a meeting is scheduled next month with university officials to discuss the matter. The specifics of the meeting have not been discussed, Kriss said.

There are currently 13 FAA employees at Don Scott Field and two facility technicians who regularly visit the tower, Kriss said. She did not know whether these employees would be relocated.
University studies future of Don Scott

President Jennings has asked Richard Jackson, vice president for business and administration, to lead a group to study the University's continued operation of Don Scott as its airport and as an agriculture facility.

Other members of the group include: Vice President and Dean for Agriculture Frederick E. Hutchinson; Dean of Engineering Donald D. Glover; and Chairperson of the Department of Aviation Stacy Weislogeil.

In his letter sent in early November, Jennings told the group, "Our land-grant tradition means that the best possible use should be made of the University's physical resources. In that context, it is time that consideration be given to cessation of University operations in the Don Scott Field within the next decade."

"Placing the 1,400 acres of airport and agricultural land into an endowment could benefit comprehensive academic excellence, and enable us to consider the growth and progress needs of aviation and agriculture in the broadest possible context," the letter continues.

Jennings requested that the possibility of moving the aviation operations to Bolton Field, the Transportation Research Center, or other sites in Central Ohio "should be reviewed in depth at a very early stage..."

The president reiterated his commitment to a University-owned and managed airport and asked the group to "remain sensitive to and concerned about any disruptions that possible changes which may occur in the near future could cause in the lives of some of our faculty and staff members."
then could retire with benefits and salary based on 24 years of service.

Each year, the option will be limited to 5 percent, or about 600 people, of the OSU's total Public Employees Retirement System membership, about 12,000.

Last year, OSU established a similar plan for faculty members covered by the State Teachers Retirement System.

Trustees also:

• Gave the go-ahead for OSU to expand its acreage around Don Scott Airport with the purchase of a 32-acre farm on the south side of W. Dublin-Granville Rd., just east of Sawmill Rd.

The $2.98 million purchase will boost university holdings to 1,375 acres, said Richard Jackson, vice president for business. OSU is considering whether to keep its airport and farmland or to lease the land to developers.

• Named Dr. Stanley J. Dudrick chairman and professor of the surgery department at an annual salary of $80,040. Dudrick, a surgeon and professor in Houston, succeed Dr. Ronald Ferguson. Ferguson has been acting chairman since Dr. Larry C. Carey resigned in 1985.

• Appointed James S. Biddle to the new position of coordinating dean of the four regional campuses. He will coordinate meetings of officials on the four campuses and will continue as dean of the Lima campus. His annual salary will be $73,520.

• Appointed Joan Huber to the new position of coordinating dean of the Colleges of the Arts and Sciences. She will continue as dean of the College of Social and Behavioral Sciences and will coordinate meetings of deans of the four other liberal arts colleges. Her annual salary will be $79,760.

• Accepted gifts of property from one current and one former trustee. John F. Havens, who stepped down in May, donated 1,494 acres in Michigan's Upper Peninsula. The appraised value of the land is between $166,000 and $175,000. Trustee Leonard J. Immke Jr. donated 94.5 acres at Harrisburg Pike and Briggs Rd. in southwestern Columbus. Appraised value is $190,000.

OSU plans to sell both tracts.
Local pilots urge OSU to keep airfield open

By Robert Sohovich  
Dispatch Development Reporter

A group of local pilots and aircraft owners yesterday urged Ohio State University to keep Don Scott Field open.

"If money is the proverbial bottom line for the university, it ought to explore selling the OSU golf course or the land near the airport," pilot Jim Henry said at a news conference at Don Scott.

HENRY, a food broker and president of the Ohio Experimental Aircraft Association, said his group and local members of the Air Line Pilots Association, the Aircraft Owners and Pilots Association, and the National Business Aircraft Association are against closing the airport.

OSU officials announced last month they are considering selling or leasing the almost 1,400-acre tract in northwest Columbus that includes Don Scott Field. They said they are considering moving airport operations to the city-owned Bolton Field in southwest Columbus or to some other central Ohio location.

It has been estimated the land is worth more than $100 million. Net proceeds of a land deal would go to the OSU general endowment fund.

"We categorically oppose closing Don Scott Field," Henry said. The closing could set precedents for selling other important OSU assets, he said, and for the closing of other airports subsidized by the federal government.

THE LOCAL aviation community will express its opposition to the Chicago regional office of the Federal Aviation Administration, Henry said. OSU and FAA officials are to meet this morning in Chicago to discuss Don Scott.

Henry said there are 308 aircraft, including 27 corporate aircraft, based at Don Scott.

If the field is closed, he said, most would be moved to Port Columbus. Henry said that would mean about 237,000 additional landings and takeoffs there, which would cause additional delays and expenses.

FAA spokesman Marjorie Krig told The Dispatch her agency wants an official report on what OSU intends to do.

If it gets federal permission to close Don Scott, she said, OSU will be obligated to repay about $6 million in federal grants awarded for airport improvements since 1963.
Don Scott plans remain uncertain

By Maureen Kilkenny
Lantern staff writer

The fate of the Don Scott Airport is still unknown.

During Autumn quarter, a proposal was made to sell the airport in an effort to create funds for investment in endowments.

Richard Jackson, vice president for Business and Administration, said no new issues or proposals for use of the land or relocation of the airport have arisen. Bolton Field is still being considered as a relocation site, Jackson said, but other sites such as East Liberty have not been excluded.

"The issue is still whether or not moving would then develop an endowment for the university," Jackson said.

Jackson said by early January he will "have proposals as to how we would seek out answers."

Jackson said other questions exist.

"We need to know about the land, what would be required to begin a teaching laboratory, what to do with the animals, and what to do with the wind tunnel," he said.

Jackson said there are legal questions such as how Ohio State will repay about $4.5 million in federal grants. These grants require the university to keep the airport open for 20 years or return the money. The last grant received by the university was in 1986.

The university will also have to determine the value of the 1,400 acres. Jackson said the Federal Aviation Administration will provide the university with rules to help determine the land's worth.

OSU President Edward H. Jennings said Jackson's report for early January is a preliminary one.

"It's just a group of folks to look into opportunities," Jennings said. "Whatever happens, we are still going to operate an airport and have an aviation department."

Jackson and Stacy Weislogel,aviation department chairman, met with FAA officials Dec. 16 in Chicago.

Paul Bohr, director of the FAA for the Great Lakes region, said after the meeting, "Based on the completed before the end of 1987 viability of Don Scott as an

airport facility today, we would vigorously oppose the closing of the airport."

Jackson said he expected that response from the FAA. "I thought the meeting was good...we agreed to work together," he said. "They obviously have a strong interest, but it is Ohio State's airport."

Jennings could give no specific time frame for the project. He said it may take a decade to complete the sale and relocation of the airport.

The FAA will review the results of a Don Scott master plan update and a noise compatibility study. Both are expected to be completed before the end of 1987. with support from an FAA grant.
OSU, FAA, state continue to study Don Scott options

Officials of the Federal Aviation Administration, the Ohio Department of Transportation and Ohio State have agreed to continue working together on issues related to the future of Don Scott Airport. Representatives of the groups met Dec. 16 at FAA regional headquarters in Chicago.

President Jennings in early November asked Richard Jackson, vice president for business, to lead a group to study the University's continued operation of Don Scott as an airport and as an agricultural facility.

The FAA will provide the University with information outlining Ohio State's continuing obligations under FAA airport improvements grants. Some $4.5 million in federal grants, used mainly for airport improvements, have been received since 1970. These grants stipulate that the University must keep the airport open for 20 years.

As its share of matching the FAA grant money, the University pledged the value of the airport land in northwest Columbus. The FAA also will inform Ohio State how it will determine the value of that land — some 1,400 acres.

The agency also expressed interest in reviewing the results of a Don Scott master plan update and a noise compatibility study. Both are expected to be completed before the end of 1987 with support from an FAA grant.

"Based on the viability of Don Scott as an airport facility today, we would vigorously oppose the closing of the airport," said Paul Bohr, director of the FAA for the Great Lakes Region.

"However, we are willing to cooperate with Ohio State to define the many important issues involving Don Scott and to continue a dialogue with the University," Bohr said.

"We appreciate the FAA's assistance," Jackson said. "Working with the FAA is just one aspect of the comprehensive studies needed to be done on the whole issue of Don Scott."
Aircraft lobby wants
OSU airfield open

Dispatch Washington Bureau

The Aircraft Owners and Pilots Association, a Maryland-based interest group, is urging its members to write the Federal Aviation Administration to block Ohio State University from closing Don Scott Field.

To sell its airport, OSU must get the government to release it from an agreement to keep the field open as a condition of receiving federal money.

The aircraft association wrote to FAA Administrator Donald D. Engen, urging him "to lay down the law and say 'no' to any releases." The group said the situation at OSU resembles developments at the airport in Linden, N.J., where the city is trying to obtain releases from binding agreements so it can sell its property.

"Both actions would set a dangerous precedent for both publicly and privately owned public-use airports elsewhere," the association said.
Simulator used to watch pilot reactions

By David Sours
Lantern staff writer

An OSU researcher has adopted sociological techniques to determine if airline crewmen are communicating effectively.

Improved communication among the pilot, co-pilot and flight engineer will make flying safer, said Richard Jensen, associate professor of aviation and industrial systems engineering.

Jensen said he believes more than 60 percent of airline accidents are caused by poor communication among pilots.

"Sadly enough, many of them could have been avoided," he said.

Jensen said he based his findings on a study of 65 local commercial volunteer pilots' interactions and reactions in a flight simulator at Don Scott Field, Ohio State's airport.

Jensen tested how the pilots expressed themselves to see how they communicated commands and disagreements. How pilots gave and emphasized flight data was also tested.

Jensen said he listened to tapes of the crews' conversations for dominant crew members and whether or not an individual frequently volunteered information and opinions about the flight.

Although all crew members are certified pilots, the most senior member actually commands the pilotage of the plane.

An authoritative pilot who does not listen to the advice offered by subordinates can jeopardize the flight, Jensen said.

The domineering pilot's attitude can also affect the attitude of those below him. The lower-status crew members can lose respect for the pilot, disregard orders and fail to volunteer crucial information, he said.

The best crew members are those willing to offer information to their superiors, Jensen said. They must also be forward with their disagreements about a commander's performance if they think he is making a mistake.

The flight simulator at Don Scott Field is made from the top of a twin engine plane. Its instruments are identical to a jet's, Jensen said.

The simulator, called a T-40, is capable of giving the pilots a sense of motion.

As a part of Jensen's research, the pilots simulated a flight from Milwaukee to Minneapolis.

The pilots had to deal with problems like loss of altitude and fuel and navigation problems, he said.

Jensen said his findings showed the pilots' reactions were exactly the same as if it had been an actual flight.

"His program is important because it is sensitizing people involved in aviation, the pilots and the managers, toward the problem and how to plan in advance so these things (accidents) don't happen," said C. Elaine McCoy, assistant professor of aviation.

She said a lot of weather-related accidents are caused in part by poor pilot communication.

Jensen said he thinks his research using simulators could benefit nuclear power plant employees as well as ship and submarine crews, by examining how they react to crises.

The study was sponsored by NASA.
Barbara Pettigrew, a lecturer in education, and group of OSU faculty who travel to the OSU Lima Jeanette Corney, a lecturer in art history, disembark campus twice a week to teach from a plane at Don Scott Field. They are part of a

Professors fly to teach class

By Lee Kirchner
Lantern staff writer

With the late afternoon sun descending in the sky, plane N20SU taxis down the runway, passing cattle on the right and an incoming plane on the left.

The location is Don Scott Airport and the passengers are three OSU teachers and one professor who are flying to the Lima Campus to teach several different classes.

It is 4 p.m. and the passengers are buckled up for their flight in a six-passenger Piper Navajo.

The co-pilot, Shelly Shallenberger, routinely informs the passengers where the emergency exits are and the plane is ready for takeoff.

The takeoff is smooth, but very noisy, as the plane rises to its desired altitude of 4,000 feet where some turbulence is felt.

According to Associate Dean of the Lima Campus Phillip Heath, they have been coordinating plane flights for commuting professors since 1981.

"We work the scheduling of the teachers around the availability of plane flights," said Heath.

"We want to make sure the plane is as full as possible, but there are some teachers who prefer to drive to the Lima Campus every day to teach," Heath said.

Jeanette Corney, intern curator at the Columbus Museum of Art and a teacher of art history at the Lima Campus, attempts to underline passages in a book but is having some difficulty because of the roller coaster movement of the plane.

Michael Yesha, international studies lecturer at the Lima Campus and Tim Massey, art teacher, look out the window and try to locate the Columbus Zoo.

While these three make this trip every Tuesday and Thursday, Gerald Reagan, professor of education, only flies over to the Lima Campus on Thursday to teach a two hour and forty-five minute class.

In the background, the voices of Shallenberger and the pilot, Al Dodds, can be heard.

"We have the best pilot taking us back and forth," said Corney, who has been flying to the Lima Campus for two years.

Reagan, who has also been flying to the Lima Campus for the past few years, is the only one teaching at both the Columbus and Lima campuses.

He said there is no difference in the classes or students from campus to campus.

Massey said for the class he teaches on Mondays he drives the two hours that it takes to reach the Lima Campus from Columbus, because air transport is not available.

Approximately 25 minutes later the plane lands at Lima Allen County Airport.

Waiting in front of the airport is a man driving a rented, white OSU van, affectionately called the "limousine" by the teachers.

They climb into the van for a ten-minute ride to the campus.

The entrance to the Lima branch is lined with trees and the four buildings are seen in the background.

They file from the van, off to teach their classes, returning two and a half hours later for the flight home.

Once again aboard the plane, Shallenberger informs the passengers of the emergency exits and the plane moves down the runway, escalating into the sky.

The ride home is much smoother and the changing colors of the spring sky at sunset can be seen at the return flight 5,000-foot altitude.

On the flight home the atmosphere is very relaxed because last minute preparation for classes is now unnecessary. The passengers relax with pop and chips, which they get from a small cabinet on the plane. They talk about their classes and upcoming exams.

At approximately 8:30 p.m. the plane lands at Don Scott and the passengers unbuckle their seatbelts and head for the door.

"After they are gone, Dodds, drives the Piper Navajo into Hangar 8, until its next flight.

7
Speaker opposes closing Scott field

The proposal to close Don Scott Field and develop the site is part of a national trend that could aggravate airport congestion, said Jonathan Howe, president of the National Business Aircraft Association.

Small airports that serve corporate aircraft are being threatened by development pressures, Howe said yesterday in an interview at Ohio State University. His appearance was part of the OSU Department of Aviation's distinguished aviation lecture series.

"The concern we have is not just any one location. We're afraid of a domino effect. We don't want to see these aircraft pushed onto another busy airport," Howe said. OSU is studying the possibility of moving airport operations and selling or leasing the airport to a developer. The 1,400 acres in northwest Columbus have been valued at more than $100 million.

The small airports serving general aviation are referred to as reliever airports because they relieve congestion at airports used by commercial airlines.

Howe's association, based in Washington, has been fighting a proposal to close a reliever airport in Linden, N.J. He said efforts to close other airports are under way.

Business aviation used to be almost entirely domestic, Howe said. But some companies, concerned with security abroad, are forbidding executives from flying commercial aircraft for international travel. These companies are using corporate aircraft even for these long-distance flights.
Don Scott’s fate should be decided openly

By Peggy A. McElroy

In November 1986, Ohio State University announced the possibility of selling or leasing the land Don Scott Field sits on. That would make nearly 1,400 acres of land available for development in neighborhoods that are already overrun with development and growth.

City services are stretched to the limit. Roads and infrastructure are constantly trying to play catch up. Don Scott Field has always been viewed by the Northwest Columbus community as the one piece of sanity and green space that doesn’t have the roots of a shopping center under it, just waiting to spring up.

This facility places very little demand on our city services. The Sawmill Corridor plan and the city’s throughfare plan were designed with this acreage being Don Scott Field. What would 1,400 acres of development do to the roads alone? How wide will our roads have to be to handle the impact? This doesn’t even account for the development in this area that is already zoned and waiting to happen.

SETTING ASIDE the civic issues, Don Scott is the fourth busiest airport in Ohio and is considered one of the 12 critical reliever airports in the United States. If this is allowed to close, it will set a very dangerous precedent for other such facilities around the country.

Our tax dollars have been put into Don Scott to bring it up to standard. Does OSU honestly think people will stand by and allow our tax dollars to be poured into another facility to bring it up to where Don Scott is today? The community will not allow another such misuse of tax dollars.

I would remind OSU that their budget hearings, through the Ohio General Assembly, are open public meetings, and we will be heard.

We were told this was being considered because the land is so valuable, and the endowments are in need of funds. If this is true, why did OSU enter into an agreement to purchase the Firestone Farm in Akron, Ohio, for $5 million? Why did President Edward Jennings get a raise in salary this year?

All of this money certainly can’t come from the raise in student tuition that has been proposed by the university. Just what is going on? Is it any wonder the endowment fund would be low?

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guest column

When this announcement was made, the Northwest Civic Association and the Far Northwest Coalition felt this was a very important issue and took a responsible step in calling for a series of public hearings to study the Don Scott proposal. This proposal leaves an awful lot of questions unanswered and certainly has citywide and statewide ramifications.

Representatives of these civic groups met with OSU Vice President Richard Jackson immediately after OSU made their announcement. OSU was asked to take part in these hearings, but seven months later, no representative has come forward, nor have university officials acknowledged the need for a process to study this issue with the community.

A proposal of this magnitude needs to be studied. It shouldn’t be decided overnight, behind closed doors by OSU and the people who would profit.

Why then are they so reluctant to allow this open community process to take place? Is it because they feel they won’t have control of it and can only play by their own rules?

It seems to me the community has made a reasonable request, and is receiving nothing in return. If any changes take place at Don Scott Field, it is certainly the community that will have to live with those changes.

WHAT IS IT OSU really wants to do on that site? Is it so horrible they don’t dare hold public discussions with the community? It certainly does not speak well of the university to make an announcement of this magnitude, and then refuse to deal with the ramifications.

Where are our elected officials? The state representative for this district has been unable to get OSU to cooperate with the community. Why?

This land belongs to OSU; we acknowledge that. No one can have all the answers as to whether this proposal would be good or a detriment to the community. We certainly will never know unless OSU does the responsible thing and cooperates with the people of this community.

Peggy A. McElroy is president of the Misty Meadows Civic Association in Northwest Columbus.
Plans considered for airport

By Molly Glor
Lantern staff writer

The university is ready to consider possible future uses for Don Scott Field after the federal government gave $166,000 to finance a master plan for the area surrounding the airport.

Relocating the airport will not be part of the plan, said Richard Jackson, vice president of Business and Administration.

Moving the airport facilities cannot take place for 20 years unless Ohio State repays $4.5 million in federal grants, said Pete Serini, a Federal Aviation Association assistant manager.

"When you've got such a tremendous investment in an airport it would be very costly to relocate it. I doubt very much the airport would ever leave there," Jean Hansford, campus planner, said.

The university could still develop land surrounding the airport as long as that land is not needed for the operations of the airfield, Serini said.

Hansford said a consulting firm will handle the study, which includes looking at the impact of noise from the airport, and determining the needs of the general airport facilities.

Along with this study, the consulting firm will look at the perimeter areas of the airport and determine what is necessary to protect airport operations, Hansford said.

This study will be joined with evaluations from people responsible for the different programs now in place on the Don Scott land, Hansford said.

Current operations on the land include an animal science livestock center, cropland and a laboratory animal center.

The university is considering moving certain operations from Don Scott to make room for new facilities, Hansford said.

The airport occupies 350 acres of the 1,375 acres of the Don Scott land.

President Edward H. Jennings talked about leasing the land, but only if the study concluded that the best use of the land would be to develop it, Jackson said.
COLUMBUS, Ohio -- Ohio State University has contracted with an aviation planning firm for a 12- to 15-month study to update the master plan for development of the university's airport. Ultimate approval of the study may take up to 24 months.

The firm also will conduct a noise impact study at the Ohio State University Airport, which occupies 500 acres on a 1,375-acre parcel of university land in northwest Columbus referred to as Don Scott Field.

Public and neighborhood involvement will be sought in both studies, which are being funded with a $150,000 grant from the Federal Aviation Administration, complemented with $16,667 in university funds.

Aviation Planning Associates (AvPlan) of Cincinnati will perform the FAA Master Plan Update Study and the FAA Noise Compatibility Study.

AvPlan is an aviation consulting firm specializing in airport master planning, terminal financing and system planning, environmental studies, organization management studies, and modeling and simulation studies. AvPlan was selected after open competition and will lead the studies, with the firms of Grindle
and Bender of Ashland and Moody-Nolan of Columbus acting as subcontractors for portions of both studies.

Stacy Weislogel, chairperson of the Department of Aviation, said the master plan will present recommendations for projects to be undertaken in the next five, 10 and 20 years, along with the data and logic upon which the plan is based.

The noise study will examine the impact of airport noise on the surrounding community and will include measurements of noise levels and development of noise exposure maps, he said. "A noise compatibility program will be developed, which may include noise mitigation techniques, zoning recommendations for the land around the airport, and suggestions for operating practices that would minimize noise impact," Weislogel said.

"The master plan is the basis for long-range development of any airport," said Richard D. Jackson, Ohio State's vice president for business and administration. "The FAA recommends that plans be updated every 10 years, and our last master plan review was conducted in 1976. Recommendations for airport operation and development in the next two decades will come out of this study."

Jackson said a university study on future use of the land in the entire Don Scott Field area will not begin until the master plan update and noise impact study have been completed. "Both studies will develop essential information for determining the long-range disposition of this land," he said. "As we go forward, we intend to communicate with all local authorities and planning agencies. We look forward to working with everyone in the planning process."
Last November, President Edward H. Jennings announced that Ohio State would study the long-term feasibility of continuing to operate Don Scott Field as an airport and agriculture facility. At that time, Jennings noted that Ohio State is a leader in collegiate aviation, and he repeated his commitment to operating a university-owned and managed airport.

The announcement, however, raised concerns from residents near the airport who want to be involved with future planning decisions in this rapidly growing section of the city and from airport users who find the airport's location convenient.

Jackson said public participation in the AvPlan studies will be provided through establishment of two special advisory committees for the studies.

The Community Advisory Committee will include representatives of local home owner groups, elected officials and other concerned citizens. The Technical Advisory Committee is composed of two subcommittees -- one for operations and one for land use.

The Operations Subcommittee will have members from the FAA, local pilots' associations, the Ohio Department of Transportation, the Ohio National Guard and national aviation groups. The Land Use Subcommittee will include representatives from Franklin County, Columbus and other local governments surrounding the airport; the U.S. Department of Housing and Urban Development; and the Mid-Ohio Regional Planning Commission.

As appropriate, persons already serving on the Ohio State Airport Advisory Council and the Airport User Advisory Committee will be selected to serve on these new committees. Anyone interested in representation on these committees should write to
Kenneth R. Newstrom, Airport Director, P.O. Box 3022, Columbus, Ohio 43210.

Jackson said a meeting will be held at 6 p.m. Oct. 6 at the airport, 2160 W. Case Road. It will be conducted in a workshop format in order to provide information and get comments from interested members of the public.

Contact: Richard Jackson, (614) 292-7970. (RG/506)
Don Scott Field
decision at least
2 years away

By Ruth Hanley
Dispatch Staff Reporter

Ohio State University will not
decide whether to close Don Scott
Field and lease the land to devel-
opers for at least 2 years, OSU
officials said yesterday.

The decision will be made after
a master plan to develop the air-
port is updated, which will take up
to 14 months. At the same time, a
study will be conducted to deter-
mine the effects of aircraft noise
on nearby communities. That
study will take up to 2 years.

Both studies are required by
the Federal Aviation Administra-

OSU OFFICIALS and a rep-
resentative of the aviation planning
firm that will conduct the two
studies met with about 25 commu-
nity officials and reporters yester-
day to answer questions about the
studies. A public information
workshop is set for 6 p.m. Oct. 6 at
the airport, 2160 W. Case Rd.

Stacy Weislogel, chairman of
OSU's aviation department, dis-
ussed what he called the "bot-
tom-line question" — what OSU
will do with the 1,375 acres occu-
pied by the airport and OSU agri-
cultural buildings — before yester-
iday's presentation began.

"The university won't be pre-
pared to answer the bottom-line
question for about 3 years. We're
about to begin the first substan-
tial work along the way to answer-
ing that essential question," he
said.

IN NOVEMBER, OSU offi-
cials said they would consider
closing Don Scott Field, the fourth
busiest airport in the state, and
selling or leasing the land in
northwest Columbus to develop-
ers.

The officials said that if Don
Scott was closed, the university's
airport operations would be relo-
cated to the city-owned Bolton
Field or elsewhere.

That announcement brought
an outcry from nearby residents,
pilots and aircraft owners who use
Don Scott, and others opposed to
its closing.

William Griffith, OSU assist-
ant vice president emeritus for
campus planning and space utili-
ization, said OSU will wait for the
results of the master plan update
and noise effects study before be-
nouncing its evaluation of what to
do with Don Scott.

THE AIRPORT is required by
the FAA to update its master plan
every 10 years or so. The last
review was in 1976.

The updated plan will include
recommendations for land use and
airport projects in the next 5, 10
and 20 years. The studies will ex-
amine current and estimated
demand for the services and facili-
ties at the airport.

Aviation Planning Associates
of Cincinnati will conduct both
studies, which are being financed
with a $150,000 grant from the
FAA and $16,667 from OSU.

David Schlothauer, president
of the company, said public and
neighborhood involvement will be
sought in both studies through
advisory committees and work-
shops.

A community advisory group
will include elected officials and
representatives of local homeow-
er organizations.

A technical advisory group
will include representatives from
pilot and aviation associations,
city and county government, plan-
ing organizations and the FAA.

People interested in serving on
the committees should contact
Kenneth Newstrom, director of
Don Scott Field.
FAA delays Don Scott move

By Donna Meacham
Lantern staff writer

Any plans for the future of Don Scott Field will have to wait for at least another two years.

The decision to either close the Don Scott airport and move it somewhere else; to develop part of the land surrounding the airport; or to lease part of the airport land, must wait until a master plan update and a noise compatibility study are completed, said Jean Hansford, campus planner.

Kenneth Newstrom, director of Don Scott Field, said the Federal Aviation Administration, which likes to say master plans updated periodically, required the studies.

The noise compatibility study will examine the impact of airport noise on the surrounding community and will include measurements of noise levels, Hansford said.

The results of the test will include zoning recommendations and suggestions for ways to minimize noise impact, he said.

Ohio State hired Aviation Planning Associates of Cincinnati to conduct the two studies, Hansford said. The study will take 12 to 15 months, while its approval may take up to 24 months.

The studies will recommend projects for Don Scott in the next five, 10 and 20 years, Newstrom said.

The Federal Aviation Administration is helping fund the studies with a $150,000 grant. University funds will add $16,667 for the studies.
Ohio State uncertain of future for Don Scott Field

By Rita Price
Of The Neighbor News Staff

Ohio State University spokesman William J. Griffith tried last week to assuage fears and dispel rumors that Don Scott Field soon will be closed or sold.

At the same time, community leaders urged worried residents to "stick with this issue" until a decision is announced.

The meeting at the Meadow Park Church of God, 2425 Bethel Rd., was the first time spokesmen from OSU, community and government leaders, residents and pilots have met in an open forum to discuss the future of the nearly 1,400-acre tract that includes Don Scott Field.

About 50 people attended.

OSU announced in November that it might consider selling or leasing the site.

Griffith said during the meeting that decision is at least two to three years away.

"At this time, there are absolutely no plans, no decisions made to relocate any operations the university now has at Don Scott Field," he said.

"What we are simply doing is taking a long-term look."

Griffith said the decision depends, in part, on the outcome of two studies — a master plan update and a noise impact study — which probably will be completed in the next two years.

"There's going to be a time when this isn't on the front pages," said James Adair, president of the Northwest Area Civic Association.

"At some point something's going to happen, and we don't know what. We hope we wind up with something that's a benefit, and not a detriment, to us all."

Adair, whose organization sponsored the meeting, told residents that in the meantime they should keep asking questions and get involved in OSU's decision-making process.

Northwest residents, already grappling with rapid growth, are worried about the enormous development potential if the field is sold.

Pilots — about a dozen attended the meeting — don't want to lose a local airport that caters to the needs of small planes.

The field, which the Federal Aviation Administration said it wants to remain open, also serves the Ohio National Guard and thousands of corporate flights.

The air field only takes up about 560 acres. The surrounding land includes other OSU facilities, and several agricultural programs.

Griffith said the university is committed to maintaining an academic program in aviation, but can't be sure Don Scott is the best place for it in the long run.

Questions to be answered are whether the physical needs of the program can be met there for the next 20 years, whether the location is feasible financially and whether an alternate location is available.

He said the university wants to make sure the air field is "the best use for that particular land resource."

Griffith vowed OSU will "act responsibly in this matter ... and consider the interests of all the people it serves and the people it affects."

He invited residents to take part in future meetings to discuss the issue.

Resident Don Peters said losing Don Scott "would pose a definite loss to the system ... and an irreplaceable asset to the community."
Noise study begins at Don Scott Field

By ALAN VANDERMOLEN
Lantern staff writer

Residents who live near Ohio State's Don Scott Field are being given the chance to tell the university about their concerns.

The airport, together with Aviation Planning Associates (AvPlan), is conducting an update of its overall facility plan along with a noise compatibility survey.

Airport Director Kenneth Newstrom said the studies will help the university decide what to do with the airport's property. Community input is necessary, he said.

Tuesday, at the first of four public workshops that will be held in the next 12-15 months, four information stations were set up in a Don Scott hangar to explain the studies and to encourage community involvement in the process.

David Schlothauer, officer-in-charge of the studies and chief executive officer of AvPlan, said the local community first became involved at a meeting last month with university, airport and civic association officials. The workshops are designed to continue community involvement.

"During the studies, we will adjust the plan according to community requests," Schlothauer said. For example, he said if a member of the community wants airport noise measured in a certain area, then a measurement will be taken.

But, according to one civic association representative, noise is not the main issue.

Peggy McElroy, vice president of the Northwest Civic Association, said the prospect of development on the airport grounds is the primary concern.

Using the 1,400 acres that Don Scott Field occupies for a shopping center or another commercial venture would be detrimental to the community, she said.

McElroy said the airport has co-existed well with the community, but if the university gives up the airport and commercial ventures enter the area, she said traffic could become a problem.

"It's hard for city services to keep up in the area now," she said. "If something better can be found (for the airport's land) fine, but we certainly do not want to see any detrimental development."

-- Peggy McElroy

'It's hard for city services to keep up in the area now. If something better can be found (for the airport's land) fine, but we certainly do not want to see any detrimental development.'

Cindy Hoffman, zoning chairwoman for the Northwest Civic Association, said she hopes the workshops will help the communication between the university and area residents.

"We are interested in the university's long-term plans for the airport," she said. "We will do anything that will help the plan proceed."

Schlothauer said the OSU's aviation education function at the airport adds an additional factor to the Don Scott studies.

Ohio State's education needs will have an impact in the five, 10 and 20-year projections for the airport in areas that other airport studies are not concerned with, he said.

Stacy Weiislogel, professor of aviation and department chair, said he hopes the studies lead to an improved airport facility and learning laboratory for aviation majors.

The studies are funded by a $150,000 grant from the Federal Aviation Administration and a $16,667 contribution from Ohio State.
OSU airport needs to grow, planners say

By David Lore
Dispatch Staff Reporter

Longer runways and expanded facilities will be needed to handle a 43 percent increase in aircraft operations at Don Scott Field over the next 20 years, a new report says.

Much of the demand, according to Aviation Planning Associates of Cincinnati, will be in the number of corporate jets and twin-engine aircraft, although more single-engine planes can be expected as well. The company was hired by The Ohio State University.

THE ESTIMATES are contained in draft chapters of a 20-year master plan, which will not be finished until early 1989.

Copies of the initial chapters have been distributed to community and technical advisory groups working with the OSU Department of Aviation, which operates the airport.

Single-engine airplanes, because they are commonly used for flight instruction, accounted for 179 of the 236 non-military airplanes based at Don Scott, according to a 1987 census. Another 42 were twin-engine aircraft and 11 were jets.

The Ohio Army National Guard has 58 helicopters and two fixed-wing aircraft at Don Scott, but those are scheduled to move to Rickenbacker Air National Guard Base by 1990.

Based on continued growth in central Ohio over the next 20 years, the consultants predict the number of non-military aircraft based at the field will approach 300 — 210 single-engine aircraft, 59 twin-engine and 29 corporate jets.

This does not reflect the expected increase in overall takeoffs and landings.

Peak-hour traffic, for example, could increase to more than two arrivals or departures every minute by the year 2000, the consultants said.

Don Scott is the fourth-busiest airport in Ohio, with a takeoff or landing every two minutes, on average, between 7 a.m. and 11 p.m.

To handle more and heavier planes, Aviation Planning recommends that the primary 5,000-foot runway be lengthened to at least 6,200 feet. The report also recommends lengthening one of the 3,400-foot crosswind runways to 5,000 feet.

Aviation Planning said other critical needs over the next 20 years will be:

- A 9,300-square-foot terminal to replace the current 1,900-square-foot building.
- A near-doubling of hangar space to hold 128 aircraft instead of the 96 now under shelter.
- A 60 percent increase in terminal-area parking to ease congestion during peak hours.
- Modernization of airport navigational systems and instruments. The existing control tower, however, is called adequate for expected traffic.

The master plan, as well as a noise-impact study, is one of the periodic reviews required and paid for by the Federal Aviation Administration.

Once the studies are completed, a campus group headed by Richard D. Jackson will deliberate on the future use of the Don Scott property. Only 500 acres of the 1,400-acre property are used for aviation purposes.

THE PANEL was convened by President Edward H. Jennings who, in 1986, suggested ending university operations at Don Scott within 10 years.

The federal government pays 90 percent of the cost of runway improvements but does not pay for airport buildings or support facilities, said Stacy Weislogel, Aviation Department chairman.

Weislogel, a member of the Jackson panel, said last summer that it could be 1990 before the group makes its recommendations to Jennings.
OSU airport loses all Guard aircraft

By Carmel Martin
Lantern staff writer

The OSU airport will lose $55,000 to $60,000 in annual revenue when the Ohio Army National Guard moves approximately 60 helicopters and multi-engine aircraft from its current home on land adjacent to Don Scott Field, said Kenneth Newstrom, director of the airport.

He said the Guard will move the aircraft to Rickenbacker Air National Guard Base near Groveport in the early 1990s.

"It is not our wish, or because of anything we did, that they made the decision to relocate," Newstrom said.

The National Guard’s Army Aviation Support Facility No. 2 includes a hangar and an apron facility on the northside of the airport.

"The move to Rickenbacker will allow the helicopter and the aviation function within the Ohio Army National Guard to expand," said Lt. Jim Boling, public affairs officer for the Ohio Army National Guard. He said there is no room for expansion at the OSU airport.

Newstrom said there are pros and cons to the move.

"There will certainly be a benefit as far as less noise for airport neighbors," he said. "But, on the other hand, it’s going to cost the airport about $60,000 in revenue to lose the operation."

The Ohio Army National Guard pays the university $21,000 annually for an airport user fee, $14,000 in rent for office and hangar space for the aircraft, and about $20,000 for fuel, Newstrom said.

He said Ohio State uses the money for support of its airport facility and the loss may be detrimental.

"It’s probably going to impact our ability to continue some of the developments here at the airport, because we would not intend to create any lay-offs or personnel cutbacks," he said.

Boling said bids for construction of the new helicopter facility and a flight simulator at Rickenbacker are due by the end of this year. He said construction will begin next year, and the facility will probably be ready for use in 1991.

State Rep. Dean Conley, D-Canal Winchester, sent a letter to Gov. Richard Celeste requesting immediate reconsideration. David Dillahunt, legislative aide to Conley, said none of the representatives from the area were consulted to discuss the situation.

"They just kind of decided to do it and didn’t bother to involve any of the people," Dillahunt said. "The question is now what can we do to insure that the concerns of the local citizens are met."

Future use of the land next to Don Scott Field has not yet been determined, Boling said.
OSU plans improvements at Don Scott Field

By Tim Doulin
Dispatch OSU Reporter

**Don Scott Field** will get a face lift.

The Ohio State University Board of Trustees approved plans yesterday for $391,111 in renovations at the university airport in northwest Columbus.

Improvements will include repairing the shorter of the two major airport runways and constructing an asphalt apron between two hangars for aircraft parking and taxiing.

OSU officials aren’t sure when work on the project will begin.

A grant from the Federal Aviation Administration will provide $352,000 for the work. OSU will pay the rest.

Two years ago, OSU officials said they were thinking of closing Don Scott and selling the land to developers, but no action has been taken on that idea. To sell the airport, OSU must get the government to release it from an agreement to keep the field open as a condition of receiving federal money.

In other action:
- The trustees approved the establishment this fall of a Ph.D. program in neuroscience. The program will include conducting neuroscience research and developing research programs to perform advanced research of the nervous system. The goal is to aid in the diagnosis and treatment of Parkinson’s disease, spinal cord and brain injury, tumors of the central nervous system and other disorders.
- James J. Countryman was named dean and director of OSU’s Lima campus. Countryman comes to OSU from the New York College of Technology, where he has served as vice president for academic and student affairs since 1983. He will begin work in Lima on Aug. 15.
- Dr. Hagop S. Mekhjian, medical director at OSU Hospitals and associate dean for clinical affairs in the College of Medicine, was named assistant vice president for health services. He will continue to hold his other posts. Mekhjian has been on the faculty since 1969.
- Richard M. Hill was named dean of the College of Optometry. Hill, 53, of Upper Arlington has served as associate dean since 1978. He joined the OSU faculty in 1964.

Don Scott Airport to be updated

Changes to be made this fall to comply with FAA standards

By Karis Andrews
Lantern staff writer

OSU’s Don Scott Airport is scheduled to undergo renovations.

Fall Quarter to conform with current Federal Aviation Administration standards.

“The project should begin in late October and includes updating guidance signs for pilots, resurfacing one of the two runways and joining two hangar aprons on the airport’s south side,” said Kenneth Newsstrom, director of Don Scott Airport.

The cost of the project is estimated at $391,111, with the FAA funding 90 percent of the construction.

Newsstrom said the remaining 10 percent will come from the airport, which has a self-sustaining budget.

Because federal money is being used for the project, the bidding process must be publicly advertised and open to all qualified parties. The bidding will begin in August and will take 30 days.

At the July 8 meeting, the Board of Trustees authorized advertising for the bids and for employment of an engineering firm.

The remodeling will be completed in three phases.

“Phase one of the project will include conducting interviews with architectural engineering firms and advertising for consultant services,” Newsstrom said. “Phase two will be the safety and phasing plan proposed by the firm selected to complete the project. Phase three is when we will actually begin construction.”

The renovation is expected to be completed within 30-60 days after it begins and should not interfere with the airport’s daily activities, Newsstrom said.

“We will rearrange traffic flow by using the south runway while the north runway is being resurfaced,” he said. “The airport will continue to run in a safe and efficient manner during the construction.”

The airport occupies 500 acres of the approximate 1,350 acres of the Don Scott Field, Newsstrom said.

“This is a routine maintenance project,” said Jean Hansford, campus planner. “The university is just keeping up with the changing FAA quality standards.”
Is this seat taken?

This photo of Ohio Stadium was taken at an altitude of 1,000 feet from the cockpit of a Cessna 152. The plane, which was piloted by John "Deech" Dietrich, is one of nine such planes owned by the university and kept at Don Scott Airport for instructional purposes.
Development, flight safety fuel Don Scott controversy

By Debbie Briner
SNP Staff Writer
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There is a push to privately develop Ohio State University’s Don Scott Field and that could raise flight safety issues and signal the airport’s departure, several sources have told Suburban News Publications.

The sources said they have learned the university plans to lease some of its land surrounding the airport for private development.

Based on preliminary results of a master plan update study, OSU could expand at least one runway from 5,000 feet to 6,200 feet to better accommodate aircraft using the airport.

The continued airport operations there are expected to raise an aviation safety issue created by encroaching development, sources said.

That would mean the airport would either close or have to be relocated, paving the way for the rest of the OSU Airport land to be developed, they said.

Right now the airport uses about 500 acres of Don Scott Field, which covers nearly 1,400 acres. The rest of the site is used for the university’s animal science, farm and veterinary operations and the Ohio Department of Transportation’s Bureau of Aviation.

The Ohio National Guard aviation facility is scheduled to move from Don Scott to Rickenbacker Air National Guard Base in 1990.

But a university official denied there are any development plans now for Don Scott. William Griffith, director of the Aviation Safety Institute, said Don Scott Field is one of the safest reliever airports in the country.

“In my professional opinion ... the OSU Airport is certainly no less safe than Port Columbus or the airports in Dallas or Fort Worth or Chicago,” Gallipault said.

“The airport itself is inherently safe. It has the necessary clear zones, it meets FAA regulations.”

At a private meeting last May 20 with representatives from Dublin City Schools and the Northwest Civic Association, OSU’s Jennings told the NWCA he “would bring in more jets and make it so loud that the neighborhood would beg for the airport to go,” said Peggy McElroy, NWCA president.

The sources said they have learned about a proposed road plan developed for Don Scott which includes a loop road with several feeder streets on it.

OSU recently granted Columbus the right of way necessary to extend Godown Road through university property to state Route 161. Godown Road runs along the eastern border of Don Scott.

The Godown extension would run by land along Route 161 where the Schottensteins are building a shopping center.

The UNIVERSITY is expected to release soon the findings of the master plan update study. The study, begun in late summer of 1987, should outline what airport facilities are needed over the next 20 years.

It plans to hold a public hearing on Oct. 27 on the study’s findings. A noise compatibility study is also being done.

University officials have insisted they will make no decisions on other possible land uses at Don Scott until the master plan update is complete.

The airport’s future became an issue when Jennings in November 1986 asked his staff to explore relocating the airport. Proceeds from other land uses there could be earmarked for an endowment fund, he had suggested.

The FAA has said all along that OSU Airport must remain open because it is a necessary reliever airport in this area. It is the fourth busiest airport in Ohio, according to the preliminary master plan study.

Since 1963 the university has accepted more than $6 million in federal grants for airport improvements.

IN EXCHANGE, it agreed to keep the airport open for at least 20 years or repay the grants.

State Rep. William Schuck, whose district includes the airport, said he has heard “rumors” on several occasions about possible development of the Don Scott land.

But Schuck said that Jennings and Richard Jackson, OSU’s vice president for business and administration, have repeatedly said “they do not have development plans, that they are going to get this study done first.”

He said he has been in regular contact with Jennings’ office on the issue. “Quite frankly, my sense was they were a little bit miffed at some of the rumors going around.”

Schuck said he believes Jennings and Jackson when they say there are no plans now to develop the Don Scott site.

“At this point, unless somebody shows me some hard evidence, I take the president and vice president at their word,” Schuck said.

Schuck has come under fire from some of his constituents who say he appears to represent the university’s interests in the airport issue.
Don Scott Field is being taken over by

EDWARD JENNINGS as

KING KONG

What do you give a 50-ton gorilla to develop?
Anything he wants.

with PEGGY McELROY

PG-13

Naughty words

LEAVE THE AIRPORT ALONE, YA BIG APE!
OSU again denies
land is promised

By Carol Ann Lease
NeighborNews Bureau Chief

COLUMBUS — A spokesman for The Ohio State University said again last week that no developer has been promised any of the land around Don Scott Airport.

But members of the Northwest Civic Association stuck to their story that they have heard from developers themselves that land is being divided up.

"That is incorrect and irresponsible," campus planner Jean Hansford told about 150 people at a meeting of the city Traffic Commission on extending Godown Road to Rt. 161.

"Those are rumors, folks," Hansford said. "They're not true."

Cliff Farrell, vice president of the civic association, said at the meeting that builders and developers have told him they have been promised land.

After the meeting, he and President Peggy McElroy refused to name names. Farrell said they have to protect their sources or be cut off from information.

Both said they also have heard that the development eventually will be used as leverage to close Don Scott on the grounds that buildings close to the airport have made it unsafe.

"The president (of OSU) said we will always have an airport," Hansford said. "We will look at that land in the best way possible to support an airport."

An OSU study on how much land the airport will need over the next 20 years is to be released Thursday.

Most of the land the Godown extension would pass through is owned by Ohio State.

Some residents said they fear that the road will encourage OSU to develop its land commercially, especially since part of a proposed Rt. 161 shopping center the road will go through will face Godown.

"If that were correct, all of High Street would be commercial on the campus side of the street," Hansford said. "We don't look at that request (to let the road go through OSU land) as a way to take advantage of commercial ventures."
Don Scott study ready after years of suspense

By Tim Deulin
Dispatch OSU Reporter

Suspense and rumors fill the air over Ohio State University's Don Scott Field.

People living near the airport in growing northwest Columbus are awaiting 6 p.m. Thursday, when the results of a two-year study of the state's fourth-busiest airport will be made public. The results will be announced in the Ohio Department of Transportation Southeast Regional Office at 3230 W. Dublin-Granville Rd.

Speculation about the future of the 660-acre airport and surrounding 900 acres owned by the university started immediately after OSU President Edward H. Jennings asked for a land-use study of the property in November 1986.

CITING CONTINUING development pressures in northwest Columbus, Jennings asked for the study to help determine the best possible use of the land, valued at more than $100 million.

Jennings said he was committed to continuing a university-owned and managed airport. But he suggested that Don Scott might be closed and university airport operations moved to Bolton Field or somewhere else in central Ohio.

The airport houses corporate and private aircraft and serves as a training laboratory for about 320 OSU students majoring in aviation. The land surrounding the airport is used by the College of Agriculture for crop production, pastures and animal science studies.

OSU officials are not talking about results of the master plan, which will indicate the needs of the airport over the next 20 years. Peggy McElroy, president of the Northwest Civic Association, said, "The only thing I have heard is that there will be three recommendations, but no one is talking about the airport.

In March, a draft of the master plan prepared by Aviation Planning Associates of Cincinnati said longer runways and expanded facilities will be needed to handle an increase in air traffic at Don Scott. The final plan is expected to make recommendations on maximum and minimum expansion needs of the airport, said a member of the technical advisory board for the master plan.

The university then will consider the future use of the property.

Cliff Farrell, a board member of the Northwest Civic Association, said builders and developers have told him they have been "promised OSU land." Development eventually will be used as leverage to close Don Scott on the grounds that having buildings too close will make the airport unsafe, Farrell said.

THE UNIVERSITY says it has not decided whether to close the airport.

Edward H. Jennings

When it did, civic association members said, Jennings became hostile, claiming the land was his and he would do it whatever he wanted.

FARRELL SAID he was even chastised by Jennings for referring to the university as OSU.

"He said, 'Young man, this is The Ohio State University, not OSU, OSU is Ohio State University. If you can't call it by its proper name, then you shouldn't talk about it at all,'" Farrell said.

Ronda Rossbach, a civic association member present at the meeting, said she was "appalled" by Jennings' behavior.

"It is a very closed atmosphere at OSU," she said. "They don't care what we pay their salaries and that our kids go to that school and that they have to get along with us. You have to do what is in the best interest for all, not just Mr. Jennings." FOR HIS part, Jennings said he often "chides" people who refer to The Ohio State University as OSU, but he does not admit or deny doing so at the meeting.

Jennings and Richard Jackson, OSU's vice president for business and administration, who also attended the meeting, said Jennings was not claiming the land as his own.

"The point is, it is university land," Jennings said. "I think Ohio State has consistently been a good neighbor. We recognize that people get worried about what is going to happen out there and it is our responsibility to be a good neighbor."

JENNINGS SAID he did not look at the meeting as an "unfriendly situation."

"If people took my comments the wrong way, I'm sorry about that, but I hope we can work together," Farrell said.

Farrell said the meeting left a bad taste in his mouth. "My encounter with President Jennings would not be the that would instill a lot of trust," he said.

MANY OF the same people who are critical of Jennings applaud Jackson's efforts to work closely with the community.

McElroy said, "He understands what the people in the area are going through. As long as we have people like Vice President Jackson, we will be OK."

Besides the feelings of residents, the university will have other considerations when considering the future of Don Scott Field.

To relocate airport operations, the university would need approval from the Federal Aviation Administration, which opposes closing Don Scott Field.
LAND USE-SCHOOLS

Neighbors left in dark about OSU’s Don Scott plans

By Carol Ann Lease
 NeighborNews Bureau Chief

COLUMBUS — Richard Jackson, vice president of business and finance for The Ohio State University, canceled a meeting last week with residents in the area of Don Scott Airport, fueling rumors that OSU is being less than candid about its plans for the airport.

Peggy McElroy, president of the Northwest Civic Association, said Jackson told her late in the day a week ago Tuesday that he couldn’t make the meeting the next day at Centennial High School.

“I told him it would look bad,” McElroy said, “but he said he couldn’t get out of his commitment. This meeting (the civic association’s) had been scheduled a long time.”

Reached by telephone the next day, Jackson said, “I’ve said it before, I’ll say it again: I don’t know what’s going to happen.”

He reiterated Ohio State’s position that no development will be considered until a master plan for the airport is completed.

The plan is to be presented Oct. 27. One thing it should say, Jackson said, is how much land is needed by the airport over the next 20 years. It now takes up less than half of the 1,400-some acres OSU owns on the Northwest Side.

Some residents are concerned about talk that the land will be developed, increasing traffic and other problems in the rapidly growing northwest.

About 50 people were at last week’s meeting at Centennial High School, and about half left after McElroy said Jackson would not be there.

McElroy said after the meeting that OSU President Edward Jennings said at a May 20 meeting with some civic association trustees and Dublin school officials that he wants to develop as much of the land as possible.

“Shall we say he was less than polite to this group?” she told people at last week’s meeting. “He made several statements that contributed to the rumor mill, such as it’s ‘his damn land’ and he can do anything he wants with it.”

“I don’t remember that statement,” Jackson said. “What we all said was, when we get done with the master plan (for the airport), we would consider what to do with the rest of the land.”

McElroy and other trustees said they kept quiet about what Jennings said because they didn’t want to damage any chance the Dublin school district had of buying a school site from OSU.

The deal fell through when the university wanted $125,000 an acre for land the district had appraised at $50,000, McElroy said.

In other business last week, trustees told the Millbom Medical Clinic they would prefer institutional zoning over commercial for a two-story medical office building proposed for 4.5 acres on Knightbridge Boulevard.

Trustees didn’t oppose an office zoning the clinic first requested, but attorney Charles Walker said Milbbom learned it needs commercial zoning to rent space to a pharmacy, even though most customers will come from the clinic.
OSU told to extend runway

By Tim Doulin
Dispatch Staff Writer

A consulting firm yesterday recommended lengthening a primary runway to accommodate air traffic at The Ohio State University's Don Scott Field over the next 20 years.

But OSU officials said the fate of the 792-acre airport and the surrounding 836 acres won't be decided until 1990 at the earliest.

OSU President Edward H. Jennings called for the airport study in November 1986. Citing development pressures in northwest Columbus, he asked for the study to help determine the best use of the land, valued at more than $100 million.

Jennings raised the possibility of moving OSU's airport and selling or leasing the land.

YESTERDAY, AVIATION Planning Associates of Cincinnati, hired to conduct the airport's master plan, recommended three options related to the length of two east-west runways. They were:

- Leave a 3,000-foot north runway and a 5,000-foot south runway the same, with refinements of the taxiways and aprons.
- Lengthen the north runway to 5,000 feet and the south runway to 6,000 feet to accommodate corporate jet operators. The move would require use of additional Don Scott land and acquisition of property west of Sawmill Road and east of Godown Road.
- Lengthen the north runway to 6,000 feet, a move possible by using OSU property. Also, OSU should acquire the Ohio National Guard Army Aviation Support Facility as part of an Ohio State flight education and research center. The National Guard is expected to vacate it sometime in 1990.

THE CONSULTING firm called the third option the best.

David A. Schlothauer, president of the firm, said a runway of 6,000 feet is "clearly preferable to corporate jet operators than a 5,000-foot runway, while minimizing the need to use additional Don Scott Field land for airport purposes."

The recommendation would cost about $23 million to implement. The Federal Aviation Administration could pay 90 percent of the cost. The state and OSU would pay the rest.

Don Scott is the fourth-busiest airport in Ohio, with about 142,000 landings and takeoffs last year. That number is expected to increase to about 225,826 a year by 2007.

FRED HITZIUSSEN, who lives near the airport, wasn't encouraged by the recommendation to expand runways.

"I just see more noise, more reduction in property value of residents and possibly some safety problems," Hitzhusen said.

Robert Holmes, also an area resident, favors developing OSU property rather than expanding Don Scott.

"I wouldn't favor building another shopping center, but other alternatives, such as development of an industrial research park," Holmes said.

Alan Harding, a pilot who flies out of Don Scott, liked the recommendations. "The university doesn't sound like it is talking about closing the airport like it was a couple of years ago," he said.

A decision on the airport is still a ways off.

Next, the firm will work with university and advisory groups to develop a revised airport development plan.

THE MASTER plan and a noise study are expected to be completed by June 1989. The studies then must be approved by the FAA, which could take six months to a year. OSU officials said they will decide the future of the airport after the studies are completed.

Bill Griffith, assistant vice president emeritus for campus planning, said OSU always will have an airport to support the school's academic aviation program.

But "we will just have to look at whether (Don Scott) is the best location," Griffith said.
Goals for Don Scott proposed

By Beth Griese
Lantern staff writer

Ohio State is one step closer to deciding the future of Don Scott Field. The university has released an interim report on possible improvements for the airport's runways.

In August, 1987, the Federal Aviation Administration requested an update on plans for Don Scott and donated a $150,000 grant to help finance the study. Ohio State hired Aviation Planning Associates (AvPlan), a Cincinnati company, to conduct studies on the possible uses of Don Scott Field and to conduct noise compatibility studies of the plans.

AvPlan presented three possibilities for development of Don Scott's two major runways. The first option is to leave both runways the same length, 3,000 feet and 5,000 feet, which would require no new property, but would restrict corporate turbojet use. The second option would lengthen both runways, which would require Ohio State to purchase more land.

AvPlan recommended a third option, to lengthen the 5,000 feet runway to 6,000 feet. This possibility would allow corporate turbojets unlimited use without buying any new land.

AvPlan also recommended purchasing the Ohio National Guard Army Aviation Support Facility next to Don Scott.

William Griffith, assistant vice president emeritus for campus planning, said the National Guard is planning to move out of at least part of the facility in 1990 and Ohio State may purchase it for more space.

Of the 1,328 acres Don Scott Field occupies, the airport uses 792 acres. The airport hires aviation students to help run the field and in turn receive airport training. The rest of the land surrounding the airfield is used by the College of Agriculture.

John Ellinger, assistant vice president of agriculture administration, said the land is being used by the animal science and agronomy departments for research and field work.

Ellinger said he has been consulted by campus planning on future use of the land, but has not seen or read any recommendations of AvPlan.

AvPlan is expected to develop a revised plan for airport development and to study the financial feasibility of its plans. When that is finished, a noise compatibility study will be conducted to match the plan.

The studies should be finished by June 1989.

While Ohio State waits for a final decision, however, the Don Scott property and surrounding land is steadily getting more valuable. If Ohio State decides to sell the airfield or buy more land, it could expect to make or pay more money.

Donald G. Culp, president of Donald Culp Appraisers, said property values in the area of Don Scott Field have been going up for several years and should continue to rise because the increasing demand for housing.

In 1986, Ohio State looked into selling Don Scott for profit and moving the airfield to Bolton Field, according to previous Lantern articles.
Airport expert offers alternatives for area

By Ruth Gersmer

The consulting firm hired to update the master plan for Ohio State Airport presented its interim findings Oct. 27 in three meetings at the airport.

Two advisory committees heard the report at daytime meetings, and an evening information workshop session was open to the public.

"Public review is an important part of the planning process," says Kenneth R. Newsstrom, director of the airport. "The Technical Advisory Committee represents airport tenants, airport users, local and state government planners, and airport planners. The Community Advisory Committee is made up of local, state and federal government representatives, business leaders, civic representatives and other concerned citizens. Their advice has been most helpful to the consultant and to the University, and we will continue to seek their help as the studies progress."

Aviation Planning Associates (AvPlan) of Cincinnati was hired in September 1987 to conduct two federally-funded studies: a master plan update and a noise compatibility study. The studies, being undertaken together, are expected to be completed by June 1989.

Federal acceptance and approval of the completed studies could take an additional six to 12 months, Newsstrom says.

The University will not make any decisions about the future use of the 1,328-acre area on which the 792-acre Don Scott Field airport is located until after the studies have been completed.

The number of takeoffs and landings at the airport is projected to increase at an average compound rate of 2.2 percent per year through 2007, to an annual total of 225,826. To accommodate that increase, David A. Schlothauser, president of AvPlan, suggested three airport development alternatives:

- A. The major runway configuration would remain the same — two east-west runways, a 3,000-foot one on the north and a 5,000-foot one on the south. Some refinements would be made to the taxiways and aprons. There would be no property acquisition. The 5,000-foot maximum runway length restricts its use by corporate turboprops.
- B. Both runways would be lengthened — the north one to 5,000 feet and the south to 6,000 feet. This would require use of additional Don Scott land and acquisition of property west of Sawmill Road and east of Godown Road.
- C. The north runway would be lengthened to 6,000 feet, which can be accomplished with current Ohio State property holdings. This alternative also recommends acquisition of the adjacent Ohio National Guard Army Aviation Support Facility, which is expected to be vacated in mid-1990, for an Ohio State flight education and research center.

Schlothauser says his firm's evaluation showed Alternative C to be the superior choice. Each was scored on a number of criteria, with C receiving 39 points as compared to 20 for A and 16 for B.

"Alternative C," he says, "provides for an ultimate primary runway length of 6,000 feet, clearly preferable to corporate turboprop operators than a 5,000-foot runway, while minimizing the need to use additional Don Scott Field land for airport purposes."

Stacy Weislogel, chairperson of the Department of Aviation, and Newsstrom agree that a 6,000-foot primary runway is needed to retain and attract corporate aviation activity.

Weislogel was recently elected president of the University Aviation Association, a national organization representing aviation programs at colleges across the United States. He notes that strong corporate aviation activity has educational benefits as well as being a major contributor to keeping the airport fiscally sound.

"Ohio State Airport serves as a real-life, real-time learning laboratory for our aviation major students," he says. "Corporate aviation activity exposes our flight education students to a realistic aviation environment similar to that in which they will operate as future professionals. One-third of the Ohio State employees who manage and operate the airport, aviation services and flight education are our aviation students.

"Cooperative education and career placement opportunities for our students are enhanced by a strong corporate aviation component. The Ohio State Airport is a facility vital to our preparation of the professionals who will design, manage and operate tomorrow’s safe and efficient national and international aviation systems."

The next step is for AvPlan, working with the University and the advisory groups, to develop a revised airport development plan and conduct a financial feasibility study for the plan. When a development plan is selected, the noise compatibility study will continue, based on that plan. A public hearing will be held at the conclusion of the noise compatibility study.
Residents call noise top airport issue

By Carol Ann Lease
Neighborhood News Bureau Chief

COLUMBUS — Pencils came out of purses and pockets last week when Ken Newstrom, director of The Ohio State University Airport, told Northwest Side residents to call him with noise complaints.

"We like to know if there's a problem," Newstrom said, adding that his office phone number is 292-5600.

"Occasionally, there are things we can do something about."

Newstrom told about 45 residents attending a meeting of the Northwest Civic Association that he received only 22 calls about noisy aircraft last year.

Noise has emerged as a major issue among residents concerned about a proposal to double the length of the 3,000-foot north runway at the Case Road airport.

"The jet noise is the problem," said Robert Holmes, who lives on Godown Road east of the OSU airport.

As an example of what can be done, Newstrom said airport officials contacted a charter company whose older-model Lear jet left the airport about 10:30 one night in late August in what he described as "less than a considerate manner."

Newstrom said the company explained that the plane did not climb as fast as it normally would have because of the condition of a patient being taken from University Hospital to the Mayo Clinic in Rochester, N.Y.

The company promised to send a quieter aircraft in the future, Newstrom said, adding that newer planes, by law, are designed to be quieter.

He said takeoffs and landings by jets at OSU number 4,000 to 5,000 a year compared with about 140,000 such operations overall.

But Holmes said he is concerned about a study predicting that the 4,000 jet takeoffs and landings will increase to 16,000 by the year 2007.

Total airport operations are to increase to 225,000.

Newstrom said a study in the late 1970s predicted that the airport would have 500,000 takeoffs and landings annually by 1996, but sharply increase fuel prices and other costs put a dent in that estimate.

"It's very difficult to project," he said.

The proposal is to move academic and research offices to the north side of the airport near Rt. 181 and into buildings to be vacated by the Ohio National Guard.

The north runway, the one to be lengthened, would be used primarily for training exercises such as "touch and go" landings.

The earliest the runway might be lengthened — if OSU approves, the Federal Aviation Administration approves, air traffic is heavy enough and the money is there, Newstrom said — is 1997.

Civic association trustees gave Newstrom a certificate of appreciation for his work with the community.

President Peggy McElroy said that, contrary to what some residents believe, the civic association has not taken a position on the airport and is awaiting results of a noise study and a master plan update.

"We will never take a stand on any issue until the facts are in," she told residents.
Rumors flying over OSU airport development

By Carol Ann Lease
NeighborNews Bureau Chief

COLUMBUS — Rumors have surfaced again that developers are divvying up land around The Ohio State University Airport.

"They have been promised 600 acres for development," Peggy McElroy, president of the Northwest Civic Association, said at a meeting last week on an area plan for the Northwest Side.

McElroy said she was told that Mayor Dana G. Rinehart and "people from the development community" asked the Federal Aviation Administration to speed up a Master Plan Update for the airport so they could begin developing.

"I believe it was done without the university's knowledge," McElroy said after the meeting.

Association Vice President Cliff Farrell said McElroy's information seems even more credible coupled with statements from city water and sewer employees that sewer and water lines already have been laid based on projections that the 800-acre airport and the 600 acres around it could be developed one-fourth residential and three-fourths commercial.

OSU did not give the city any information on prospective zoning, said campus planner Jean Hansford, who also is a member of the area plan committee.

"At this point, there is no proposal," Hansford said.

Most of the OSU-owned land around the airport is zoned for manufacturing, as is the airport itself, Hansford said.

Another rumor — that the civic association is supporting expanding the airport — drew about 80 people to the meeting at the Meadow Park Church of God and also drew the anger of association trustees.

"These are all assumptions. None of this is true," McElroy said of a flier warning Riverside Green residents that a plan to lengthen the north runway is underway, putting their homes in a high-noise area.

Ronda Rossbach, a Riverside Green resident involved in the airport Master Plan Update, said that proposal is one of three being considered and the most popular.

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However, it would affect about 12 townhouses in Lakeview Square and Riverside Place west of the airport and about 18 houses near Le-Anne Marie Circle east of the airport. No homes in Riverside Green should be affected, according to Rossbach, who also is a civic association trustee.

According to university figures, the proposal also would leave only 349 unused acres around the airport — not the 600 acres McElroy spoke of.

The two other proposals being considered would leave 535 acres and 349 acres, respectively, Rossbach said.

Even if OSU projects a need for longer runways, they won't necessarily happen, Hunsford told people at the meeting.

The FAA pays 90 percent of the bill, he explained.

"If the activity doesn't occur, the improvements aren't going to occur, because the FAA won't pay for them."

Civic association trustees have yet to take a position on what should happen to the airport and have agreed to wait for the final Master Plan Update and noise compatibility report on what areas will need noise control.

One resident suggested that making the airport bigger is an attempt to make more money, which, he said, should not be a goal of the university.

Airport Director Ken Newstrom said, "The mission of the airport first and foremost is education and research," but "public use of the facility pays the bills."

At the request of the area plan committee, he said he will work with Hunsford and others to put together a profile of what aviation people consider good uses around an airport.

In general, offices and light industrial businesses that are not occupied at night are most desirable, because noise from aircraft is more of a problem at night, Newstrom said after the meeting.

From a safety standpoint, he added, "If a building is unoccupied a portion of the day; it's better than if it's occupied all the time."

Also attending the meeting were Councilman M.D. Portman and State Rep. William Schuck, R-Columbus.

The area plan committee is meeting every other Tuesday to discuss land use and other issues for an area bounded by the Franklin-Delaware county line, Rt. 315, Henderson Road and Sawmill Road.

The next meeting — on recreation and parks — is to be at 7:30 p.m. Tuesday at Centennial High School, 1441 Bethel Rd.
OSU will help residents plan land use near Don Scott Field

By Rita Price
Of The NeighborNews Staff

COLUMBUS — Ohio State University officials have agreed to help residents who are developing an area plan for the Northwest Side determine the best uses for land in the city that is next to the university’s airport at Don Scott Field.

“We don’t want to make decisions that eventually force the airport to leave because we didn’t do our homework,” Northwest Civic Association President Peggy McElroy said at a meeting last week.

Residents, city planners and aviation experts at the meeting in the Ohio Department of Transportation building on Rt. 161 agreed that deciding what to do with development-ripe land around Don Scott is an issue critical to northwest area planning.

McElroy said the civic association often is faced with requests to rezone land near the airport and surrounding university land, which is bounded roughly by Dublin-Granville (Rt. 161), Godown, W. Case and Sawmill roads.

“We’re not really sure what the correct land use should be,” she said.

City planning administrator Steve McClary said that, if developers cannot fully defend requests for higher-intensity zoning, such requests should be denied until the final results from two airport studies are available.

The studies are to recommend long-range plans for Don Scott and the noise levels that will be created by those plans.

“My comment is certainly not suggesting that no rezoning take place,” McClary said, “but it is something that has to be looked at on a site-by-site basis.”

Stacy Weislogel, director of aviation, said the master plan and the noise compatibility study for Don Scott should be completed by July.

He and McClary suggested that the Northwest Civic Association and the Far Northwest Coalition put off setting specific guidelines for the area until the reports are released and discussed.

However, Weislogel said light industry and recreation uses should be nearest the airport, followed by business, multi-family and single-family homes in “concentric” belts.

Particularly difficult-to-zone pieces of land are those nearest the “clear zones” at the end of the runways, officials agreed.

McElroy said that, in the meantime, civic association members will continue to consult with airport Director Ken Newstrom before making recommendations about zoning near the airport.

If standards are developed, they would be among the first in the state, John Cornett, director of the state Bureau of Aviation, told residents. “Remember, you’re paving the way in the state of Ohio.”
Runway expansion unlikely this century

By Carol Ann Lease
NeighborNews Bureau Chief

NORTHWEST — Even if a recommendation to double the length of the north runway at The Ohio State University gets accepted, don’t expect it to happen in this century.

A consultant on a master plan update for the airport is recommending that the runway be doubled to 6,000 feet beginning in 2001 and continuing in 2003 and 2004.

Also likely to remain up in the air for awhile is what the university will do with the nearly 390 acres of Don Scott Field that aren’t needed for the airport.

The master plan update determined that the 792 acres currently used by the airport are sufficient, Director Ken Newstrom said, but the university won’t decide what to do with the rest of the 1,377 acres until the Federal Aviation Administration has signed off on proposed airport changes.

The current timetable includes:

• February: The plan recommended by Aviation Planning Associates and the Technical Advisory Committee of the master plan update is to go to the OSU Board of Trustees.

• March: OSU will have a public hearing on the plan, and civic association trustees will take a stand on the proposal.

If trustees accept the plan, the FAA will study it, which could take another year to 18 months, Newstrom said.
TRUSTEES ACCEPT AIRPORT STUDIES

COLUMBUS -- The Ohio State University Board of Trustees Friday (2/2) adopted two studies related to the university's airport: an updated master plan for development over the next 20 years and a noise compatibility report.

The studies were conducted by Aviation Planning Associates of Cincinnati over the past two years, with input from three advisory committees, including a citizens group from nearby neighborhoods.

The master plan recommends completion of 28 development projects over the next 20 years. The two key projects are acquisition of the adjacent Ohio Army National Guard Aviation Support Facility and lengthening runway 9L-27R from 3,000 to 6,000 feet to provide a second precision instrument runway. The National Guard facility, on the north boundary of the airport, would become an aviation research and flight education center. Having two long runways will enhance airport operational safety and efficiency and mitigate noise.

The noise compatibility study concluded that, by FAA standards, the airport has minimal noise impact on the
surrounding community. In addition to continuing the present noise reduction measures, the study suggests establishing preferential flight paths that will keep aircraft from making turns over nearby residential areas. If proposed construction or significant changes in aircraft activity change noise patterns, the study will be updated and appropriate additional measures will be taken to lessen noise levels.

Friday's board action was an acceptance of the studies only. Trustees will have to approve specific development recommendations as they come up.

The master plan study included: an inventory and analysis of existing facilities and services; projections of aviation activity and needs over the next 20 years; identification of alternatives for development and a recommendation of a preferred plan; review of potential environmental impacts associated with the development plan; and financial analyses.

Established in 1942 at Don Scott Field in northwest Columbus, the Ohio State Airport is one of the nation's leading general aviation facilities. It has seen steadily increasing levels of flight activity in recent years and is Ohio's second busiest general aviation airport. In 1987, there were 158,000 takeoffs and landings, and this number is expected to grow by 2 to 3 percent per year to 226,000 by 2007.

The airport is owned and operated by the university and its aeronautical services are provided exclusively through the university's Department of Aviation in the College of Engineering.

"The airport is an important element in Ohio State aviation academic program, serving as a learning laboratory for 500 students majoring in aviation," said Stacy Weislogel, chairperson of the Department of Aviation. "In addition to supporting the aviation academic program, the airport serves university, government, corporate and private aviation."

Contacts: Richard Jackson, vice president for business and administration, (614) 292-7970; William Griffith, assistant vice president emeritus for campus planning, (614) 292-6081; Kenneth Newstrom, director of the Ohio State airport, (614) 292-5600.
Runway concerns residents

By Carol Ann Lease
NeighborNews Bureau Chief

COLUMBUS — Increased noise and decreased safety and property values were issues raised last week by people who oppose a plan to double the length of the 3,000-foot north runway at The Ohio State University Airport.

Speakers at a hearing at Centennial High School split 10-10 on the proposal, with three saying they were undecided. Approximately 90 people attended the hearing sponsored by the Northwest Civic Association.

Proponents said the noise does not bother them and the alternative — having the 782-acre airport developed — would be worse.

“If we think we have a mess now in the northwest area, wait until they get rid of the airport,” said Ariane Farrell, wife of civic association Vice President Cliff Farrell.

Even if the airport stays, OSU land around it could be developed by 2010 with more than 1,000 apartments, nearly 680,000 square feet of shopping centers and nearly 300,000 square feet of offices, according to figures put together by the Mid-Ohio Regional Planning Commission.

That's an educated guess, based on such things as current zoning, stories about proposed development and talks with city officials, Robert Lawler of the planning agency said in a separate interview.

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Pilots to give own views

NORTHWEST — The pilot's point of view of the proposed lengthening of the north runway at The Ohio State University Airport is to be presented at an open house this weekend.

"The pilots that fly the jets have offered to let us come look, come listen," Jerry Johnson told fellow northwest-area residents at a meeting last week.

"They're going to talk about why they need this expansion, and they're going to take off and land for us."

The open house is at 2 p.m. Sunday at the Worthington Industries hangar, which is the first hangar on the left at the Case Road entrance to the OSU Airport.

Trustees of the Northwest Civic Association, which sponsored last week's meeting, are to take a position on the airport's master plan, including the runway proposal, at their meeting at 7:30 p.m. next Wednesday at Centennial High School, 1441 Bethel Rd.
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The university owns nearly 1,400 acres, known as Don Scott Field, in an area bounded by Rt. 161, Godown Road, Case Road and Sawmill Road.

Airport Director Ken Newstrom said last week that OSU won’t start considering what to do with unneeded land until a master plan is approved by the Federal Aviation Administration, which could take a year or two.

But residents have heard repeated rumors that developers want all of Don Scott and that outgoing OSU President Edward Jennings viewed the land as a prime source of income and was ready to deal.

The airport master plan, which was approved by the OSU trustees Feb. 2, recommends 28 projects over 20 years, including acquiring the 30-acre Ohio Army National Guard property with offices and hangars on the north side of the airport. The guard is to move to Rickenbacker by mid-1991.

Newstrom said the federal government is expected to pay 90 percent of the estimated $27 million cost of the airport plan with taxes it collects on aviation fuel and passenger airline tickets.

The major objection to the master plan among Northwest Side residents is the proposal that the airport double the length of its north runway to 6,000 feet in about 10 years. The south runway, at 5,200 feet, is currently the longest and most-used.

“It should result in diminished noise,” Newstrom said, by dividing air traffic between the two runways. The longer length of the north runway also will allow planes to approach with lower power settings, he said.

However, the master plan study also estimates that the airport will handle more than 226,000 annual “operations” — takeoffs and landings — in 2007, compared with 158,000 in 1987.

This increase in activity, plus the longer runway, will mean more properties will be affected by noise, a noise-compatibility study found.

The master plan recommends that the university pay people to use the air over their houses on about 69 acres in Riverside Green west of Sawmill and near LeAnne Marie Circle east of Godown Road.

Newstrom said the airport needs the longer runway to keep air traffic moving and deal with stricter FAA regulations.

“‘It is operational flexibility that we need,” he said, “the opportunity to shift traffic.’

For example, the FAA prohibits workers from being within 200 feet of a runway to do such things as mow lawns or replace lights unless it is closed or air traffic is minimal, Newstrom said.

With two runways, OSU can direct air traffic from one to the other while doing such work and also while dealing with a disabled plane or removing snow.
OSU's airport expansion detailed to area residents

By Felix Hoover
Dispatch Staff Reporter

Some pilots at Don Scott Field tried to convince residents yesterday that a proposed runway extension would not cause a noise nuisance or be a safety hazard.

About 50 residents who live near the Ohio State University airport on the Northwest Side attended an open house in the Worthington Industries hangar at the airport to talk with pilots about aircraft and proposed development.

In February, OSU trustees adopted two studies related to development of the airport—a 20-year master plan and a noise study.

Under the plan, what is now the secondary runway would be doubled in length to 6,000 feet. The primary runway is 5,000 feet.

Safety for jet traffic and maintenance considerations justify the extension, said Bryce Kater, a pilot for Worthington Industries.

When maintenance is conducted within 200 feet of a runway, the runway must be shut down, Kater said. Having another long runway would make it possible to divert traffic and maintain operations, he said.

Another Worthington Industries pilot, Charlie Brown, said more fuel is used for shorter takeoffs. Having a longer runway would allow planes to carry more fuel and passengers, reducing the number of refueling stops in some cases.

The extra runway length also would give pilots a safety cushion for hazardous weather, Brown said.

Some residents expressed concerns about safety.

"I can see them going right through my family room," said Doris Wright, a resident of the Indian Hills subdivision. "The odds of a plane coming down are one in umpteen-hundred, but it only takes one."

Her husband, Roger, said he can tolerate the noise created by the current traffic flow, but he has some reservations about increased flights.

"I don't think anybody is going to say it isn't going to get heavier," he said.

Other neighbors discounted the noise issue.

Peggy McElroy, president of the Northwest Civic Association, said, "We live in the flight path, and we don't notice it at all. That's something you get used to."

Bill Albertson said, "We've lived here 21 years, and the noise doesn't bother us. Frankly, the hotrods on Case Road are just as noisy as the planes."

At 7:30 p.m. Wednesday, the Northwest Civic Association plans to vote on the master plan during a meeting in Centennial High School, 1441 BetSel Rd.
Trustees to vote on airport plan

COLUMBUS — Trustees of the Northwest Civic Association are to vote tonight on a proposed 20-year master plan for The Ohio State University Airport.

They also are to hear a conceptual plan for a vacant lot at the northeast corner of Reed Road and Marshlyn Court that has been the subject of previous rezoning requests opposed by neighbors.

The airport master plan calls for 28 changes over the next 20 years at the airport on Case Road.

Residents who want the civic association to oppose it, object to a plan to double the length of the north runway to 6,000 feet in the year 2002.

OSU trustees have endorsed the plan, which also requires approval of the Federal Aviation Administration.

The civic association trustees meet at 7:30 p.m. tonight at Centennial High School, 1441 Bethel Rd.
Airport noise study results are not landing on deaf ears

By Carol Ann Lease
 NeighborNews Bureau Chief

NORTHWEST - A noise study for the Ohio State University Airport recommends things that can be done to lessen noise within an area around the runways that mostly is on OSU property.

But if people outside that area think they, too, have noise problems, they're right, the study also indicates.

The Federal Aviation Administration requires airports to control only noise that exceeds 65 Ldn, said Mona Shaw, who works at Aviation Planning Associates Inc. in Cincinnati, which did the noise study.

Ldn, or "level day night," is a figure derived from a mathematical formula that attempts to put into a number how irritating a noise is. It's based on such things as frequency, pitch and loudness over a single day and night.

Aviation Planning drew a line around the airport's runway — a "noise contour" — showing the area predicted to be above 65 Ldn by 1994 and then looked at ways to control noise in that area.

The company considered three alternatives, but because the noise contours were so similar for all three, it also decided to look at how the recommendation would affect 13 noise-sensitive sites, 11 of which were outside the noise contour, Shaw said.

The company determined the number of minutes per average annual day that these locations would be above 65 decibels, Shaw said.

That's the noise level at which a person inside a house still should be able to carry on a conversation, based on the premise that the average house reduces sound by 20 decibels, she said.

The study found, for example, that the corner of Abbey Church Road and Charylbrooke Lane should be at 63.6 Ldn by 1994, but noise levels will be conversation stopping — that is, will exceed 65 decibels — for 47.5 minutes per average annual day.

In contrast, while Le Anne Marie Circle, where the study is recommending 10 home owners be compensated, will be at 62.3 Ldn, which is above the acceptable 65 Ldn level, it will have only 14 minutes per average annual day of noise levels above 65 decibels.

Shaw said Le Anne Marie is just east of the south runway used by larger aircraft, which make a lot of noise but pass over quickly.

The Abbey Church/Charylbrooke intersection is off the west end of the north runway where aircraft may barely exceed 65 decibels, but there are more of them and they take longer to fly over, Shaw said.

The study recommends that the university require planes to fly over I-270 and the Scioto River as much as possible to avoid flying low over homes.

The university is to hold a public hearing at 7 p.m. March 28 in Centennial High School, 1441 Bethel Rd., to gather comments that will be sent to the FAA, which must approve any changes in airport operation.

1994 noise levels

A noise level analysis for 1994 shows these areas around the Ohio State University Airport will be affected by the sounds of aircraft taking off and landing at the runways. Figures take into account a recommended noise abatement program.

<table>
<thead>
<tr>
<th>Site</th>
<th>Ldn*</th>
<th>Minutes above 65 decibels**</th>
</tr>
</thead>
<tbody>
<tr>
<td>McVey Boulevard and Dublin-Granville Road (Rt. 161)</td>
<td>57.8</td>
<td>27.6</td>
</tr>
<tr>
<td>Worthington's Linworth School on Rt. 161</td>
<td>50.0</td>
<td>7.7</td>
</tr>
<tr>
<td>LeAnne Marie Circle</td>
<td>66.3</td>
<td>14.0</td>
</tr>
<tr>
<td>Rocky Hill and Greenridge roads</td>
<td>62.0</td>
<td>8.3</td>
</tr>
<tr>
<td>Lorraine Avenue and Godown roads</td>
<td>53.0</td>
<td>9.1</td>
</tr>
<tr>
<td>Columbus' Gables Elementary School north of Bethel</td>
<td>51.0</td>
<td>10.3</td>
</tr>
<tr>
<td>Dublin's Wright Elementary School on Case Road</td>
<td>54.3</td>
<td>18.4</td>
</tr>
<tr>
<td>Deicane and Dorsey drives</td>
<td>56.6</td>
<td>12.9</td>
</tr>
<tr>
<td>Northeast corner of Lakeview Square</td>
<td>65.6</td>
<td>22.5</td>
</tr>
<tr>
<td>Meadowhurst Way and Tweedsmuir Lane</td>
<td>63.3</td>
<td>14.5</td>
</tr>
<tr>
<td>Northeast Career Center on Cranston Drive</td>
<td>65.6</td>
<td>47.5</td>
</tr>
<tr>
<td>Dublin's Riverside Elementary on Riverside Green</td>
<td>61.6</td>
<td>45.8</td>
</tr>
</tbody>
</table>

*"Ldn," or "level day night," is a figure derived from a mathematical formula that attempts to put into a number how irritating a noise is.
**Expressed in minutes per average annual day.
Source: Aviation Planning Associates Inc.
Group endorses OSU airport plans

COLUMBUS — Trustees of the Northwest Civic Association unanimously endorsed the Ohio State University Airport’s 20-year master plan last week, including a proposal to double the length of the 3,000-foot north runway in the year 2002.

Although some residents oppose the plan because they believe it will increase noise levels and decrease property values, trustees said it will make the airport safer and keeping it on Case Road is in the best interests of the community.

“It really frightens me to think what could go in there if there was no airport,” board member Mary Tibbs said.

Vice President Cliff Farrell said the Ohio National Guard’s helicopters are the primary noisemakers, and they are to be moved to Rickenbacker in mid-1991.

Trustees asked to be allowed to review each project in the plan before it comes before the OSU trustees and said they are creating a seat on their board for a representative from the airport.

“What happens to the airport impacts us, and what we do in zoning impacts them,” President Peggy McElroy said.

The master plan, approved by the OSU trustees Feb. 2, still needs approval of the Federal Aviation Administration.

In other business, the trustees told architect Donald Mussawir they can’t support his plans for the northeast corner of Reed Road and Marshlyn Court but they could be swayed if he gets the support of the neighbors.

Mussawir wants to rezone the 1-acre vacant lot to allow a 3,128-square-foot office building on the corner; two one-story apartment buildings of three units each east of the offices; and one three-unit apartment building north of the offices. A courtyard with 30 parking spaces would provide parking for all four buildings.

“It looks like you’re trying to put as much on this acre as you possibly can,” board member Tibbs said.

He needs nine apartments as well as the office building to make it worth his while to meet the selling price on the land owned by John Vlahos, Mussawir said.

“I don’t think single-family residential use is appropriate on such a highly traveled street” as Reed Road.
NWCA trustees: Longer runway OK

By Katy Delaney
SNP Staff Writer

After three years of debating the future of OSU's Don Scott Airport and its role in the community, the Northwest Civic Association Wednesday announced its unanimous support of the airport's master plan and the extension of the north runway.

The runway extension is part of the 20-year master plan update approved by OSU trustees but still requires approval by the Federal Aviation Administration.

Although the trustees' support was unanimous, it was not without strings attached.

Six stipulations designed to protect the neighborhood were outlined by NWCA President Peggy McElroy. Trustees will not rescind support if the conditions are not all acceptable to OSU trustees, but they would like to see some of them implemented, McElroy said.

The conditions include:
• Giving NWCA the right to review future airport projects after they are proposed to trustees but before they are voted on.
• Creating a seat on the NWCA board of trustees for a representative from the airport.
• Other plans for improvements, specifically an instrument landing system proposed for safer landings, be installed in conjunction with the runway extension.
• An agreement that the extended runway won't accommodate any larger jets than currently use it.
• An attempt be made to study all on-site improvements designed to minimize noise, like buffering.
• Continued effort toward establishment of a specific airport zoning classification.

Prior to announcing the board position, McElroy stressed the board's careful consideration of the complex issue.

"The board has not taken the situation lightly," she said.

110 people attended a public hearing in February and 23 spoke on the issue, with reactions mixed and opinions changing after the meeting.

The elimination of noisy National Guard helicopters, as recommended in the master plan weighed heavily in the board's consideration of the effect of airport noise on surrounding neighborhoods.

Cliff Ferrell, NWCA vice president, said some people who spoke against the airport expansion told him after the meeting they had changed their position when learning about the airport.

Several trustees supported the issue for safety reasons while others cited development reasons.

Trustee Eric Krause said he supported the master plan and runway extension, "So the airport continues to be viable as an airport, because its potential for development is worse."

Trustee Mary Tibbs said the board was concerned about "what could go in there if there were no airport."

Tibbs said the community should be concerned, not about more multi-family housing or commercialism, but rather some of the "more unpleasant" uses for that land that could happen because of its manufacturing zoning like a trash-burning plant or a correctional institution.

McElroy said of the conditions outlined, the most important to the board is creation of a seat for a representative from the airport.

"It takes up almost half our area, it should be represented," she said.
Neighbors' reactions mixed to OSU airport expansion

By Steve Wright
Dispatch Staff Reporter

Several residents voiced their support for the proposed expansion of Don Scott Field while others complained about airplane noise during a hearing at Centennial High School last night.

Dozens of residents attended the hearing, held by The Ohio State University, and 16 testified for a report that will be submitted to the Federal Aviation Administration.

In February, OSU trustees adopted a 20-year master plan and a a noise study for the 792-acre airport, formally known as The Ohio State University Airport.

Expansion would double the length of the secondary runway, to 6,000 feet. The noise study by Aviation Planning Associates of Cincinnati predicted areas where the noise would be above acceptable levels by 1994, based on increased flight activity and the runway extension.

Residents from as far away as Worthington complained about noise from flights by corporate jets, while several pilots who use the airport countered by saying trains on area railroad tracks make more noise than the jets.

Peggy McElroy, president of the Northwest Civic Association, said the organization unanimously voted to support the airport master plan for expansion.

Ed Hannah Sr., a semi-retired builder from Columbus, criticized the noise study, which recommended that OSU pay about $230,000 for noise insulation on 10 houses on Le Anne Marie Circle.

He said the proposal for the houses, which are off the east end of the airport's south runway, is "asking taxpayers to spend too much money on people who bought into harm's way, who knew there was an airport next door when they moved there."

Two residents of Le Anne Marie Circle said they are not trying to make money from the government and had learned of the proposal by reading the noise report. Both said they might support the runway expansion if it improves safety and if noise concerns are addressed.

George Bernhard, who lives near the east end of the airport, said he has not been bothered by noise. He said the neighborhood should support the airport expansion.

Bernhard warned that if expansion is blocked, "The property will be sold to developers who will turn it into another Bethel Road with shopping centers all over the place."

The Federal Aviation Administration would have to approve any action the OSU trustees recommend for the airport.
NEWS ADVISORY

EMERGENCY DRILL PLANNED AT UNIVERSITY AIRPORT

An exercise to test the readiness of The Ohio State University Airport and local agencies to respond to an aircraft accident will be held Wednesday, Oct. 31, at Don Scott Field.

Although the drill will be limited to the airport area, agencies participating in planning and conducting the exercise will include Columbus's Division of Fire and Police Department, Franklin County's Coroner's Office and Emergency Management Agency, Ohio State University and Riverside Methodist hospitals, Ohio State's Public Safety, Police and Emergency Medical Service personnel, the Ohio Highway Patrol and the Federal Aviation Administration.

The event, which runs from 9:50 to 11:30 a.m., will include a news media briefing, scheduled for about 10:20 a.m. Media arrangements, in fact, are a part of the disaster drill, according to airport director Kenneth Newstrom.

The exercise is designed to help each agency become familiar with the airport facilities and understand how the agency's function relates to the other responding agencies through implementing existing plans on how to react to such an incident.

As a federally certified airport, the airport is required to conduct such an exercise periodically to test airport emergency plans and those of the agencies that would be called into action under such circumstances. Though this exercise will be considerably smaller in magnitude compared to similar drills conducted at Port Columbus International Airport, it will still encompass the full range of interagency coordination that becomes necessary in such circumstances.

News reporters wishing more information should contact Kenneth Newstrom, airport director, at (614) 292-5460.

#
New fire station at OSU airport given dedication

A new and larger Columbus fire station near The Ohio State University Airport was dedicated yesterday.

The $1.1 million Station 11 at 2170 W. Case Rd. opened Jan. 27. The station previously was in a hangar at the airport that had about 1,000 square feet of space.

The new station is about 4,900 square feet and is equipped with a fire engine and a vehicle designed to deal with airplane crashes, Fire Chief H.J. Dutko said.

The four firefighters assigned to the station on each shift will respond to emergencies at the airport and in surrounding areas, Dutko said.

In addition to Dutko, Mayor Greg Lasshutka and acting Safety Director Ron Poole were also at the dedication.

Construction of the station began in August 1990. It was built at the same time as Station 32 on the city's Far East Side using the same design and construction company, which saved the city a considerable amount of money, officials said. Station 32 at Gender and Refugee roads was dedicated Jan. 22.
Don Scott: Budget cuts may affect airport

By Mike Kehlmeier

When the budget ax falls this year at Ohio State University, a northwest Columbus airport could feel the sting of the sharp blade.

University officials are currently considering how the $30 million in budget cuts it must make at its main campus will affect Don Scott Airport and if the school could sell or lease any of the facility’s land.

Ohio State must make its budget cuts after Gov. George Voinovich announced funding reductions for colleges and universities recently to balance the state budget.

William Shkurti, vice president for finance at Ohio State, said selling or leasing the property at Don Scott would be very complex because it has several owners.

Ohio owns part of the land the airport sits on and in order to sell or lease it the airport property would have to be approved by the Federal Aviation Authority, which has stopped similar previous attempts.

Kenneth Newsrom, director of the airport, said former OSU President Edward Jennings tried to lease nearby property in 1988, but the FAA did not allow it.

“With these budget cuts the governor has backed us against a wall.”

—William Shkurti

General Assembly would have to approve it, Shkurti said.

“A lot of things are being considered, but they are all very complicated, so they won’t happen soon,” he said. “There would also be a question of who would get the proceeds.”

Since a portion of the land belongs to the state, it could decide to put the money in other areas.

The airport sits on 1,376 acres at 2160 Case Road between Sawmill and Godown roads. The university owns 15,586 acres across Ohio and its main campus in Columbus has 1,632 acres of buildings.

ANY PLANS to lease the airport would have to be approved by the Federal Aviation Authority, which has stopped similar previous attempts.

Kenneth Newsrom, director of the airport, said former OSU President Edward Jennings tried to lease nearby property in 1988, but the FAA did not allow it.

“The FAA said it would take all legal means to fight it.” Newsrom said.

The university receives federal grants for the airport and it would need to discuss those grants with the FAA before it could lease or sell any property, he said.

The FAA said Ohio State cannot part with the airport and they would have to find a company to operate it, he added.

THE UNIVERSITY then began a study of the properties near the airport not used in daily operation and adopted the findings in 1990, but the FAA has been reviewing the report and will probably release its findings soon, Newsrom said.

Shkurti said if Ohio State decides to lease the property, it would follow FAA guidelines.

“It’s a little bit of a throwback to the FAA,” he said.

The FAA is supposed to come back to us one of these days with what they want us to do. Whatever we do, we want to be extremely sensitive to safety concerns,” Shkurti said.

The OSU Board of Trustees will meet Friday to discuss the budget cuts and members could talk about the airport, although they are not scheduled to, he added.

“WHATEVER WE do has to be approved by them,” he added.

The board must weigh the advantages and disadvantages of selling and leasing land at the airport.

CONT’D ON PAGE 1
Proposed airport ordinance would have little impact on area of Don Scott Field

By ALAN FROMAN
Upper Arlington ThisWeek Writer

Legislation regarding development in areas surrounding local airports will not have much impact at Don Scott Field if it is passed by Columbus City Council.

Airport Director Ken Newstrom told ThisWeek most of the acreage around Don Scott is either owned by Ohio State University or has already been developed.

Only an area immediately west of the airport remains undeveloped, he said.

"The university holds the bulk of the land between Route 161 and West Case Road and Godown Road and Sawmill Road," Newstrom said. "We have virtually a half-mile area around the airport."

The corner of Route 161 and Sawmill Road is largely commercial development, he said, and for the most part is not a noise-sensitive area.

The issue of airport noise and its effect on nearby development has only recently become a prominent issue, Newstrom said.

"Airports have usually been placed in extremely remote areas of a community and in time the community grows around it," he said. "At some point you usually end up with some sort of noise problem."

"When I started here at Don Scott in 1963 we were almost totally surrounded by orchards and farmland," Newstrom said. "You had none of the residential development you see out here now, with the exception of the original Brookside development."

Even with the development occurring over the years, studies have shown that Don Scott has a relatively low noise impact on surrounding development since the university-owned land serves as a buffer, he said.

Mostly private and corporate aircraft use Don Scott, Newstrom said, and they are not as loud as commercial airliners.

In addition, the number of aircraft using Don Scott has declined since the mid-1970s, he said. Take-offs and landings occurring each year at the airport have declined in that period from 260,000 to about 130,000.

"The economy has had a lot to do with that decline and the impact of the increasing cost of fuel," Newstrom said. "The production costs of single engine and training aircraft have also increased, so that there aren't nearly as many being made anymore."

The proposed legislation, which would also affect Port Columbus International and Bolton Field, is made up of three ordinances. It would not affect buildings already in existence but only apply to new construction.

The first ordinance creates the "airport environs," the geographic area that is affected by air traffic operations around the three airports and sets an "airport environs overlay district," which shows boundaries of certain noise levels associated with airport activity.

The ordinance shows what types of construction can be placed in certain zones around an airport. In the areas where airport noise is loudest, manufacturing uses would be permitted while residential, commercial personal services, or offices and public or semi-public uses would be prohibited.

It also adds a step to development review, requiring that zonings be submitted to the staff of the airport near the proposed development.

The second ordinance explains that plats for subdivisions located within the airport environs overlay district will receive a noise warning notice and be subject for review by airport authority staff.

The third ordinance sets up specific construction methods and establishes noise insulation standards regulating the construction of walls, windows, doors, roofs, ceilings, floors and ventilation systems.

Newstrom said the legislation "possibly could have averted some problems (for Don Scott) if it had been in place 15 or 20 years ago."

"I'm certain it would have been helpful because of residential development that has taken place," he said. "Construction standards would have been in place to lessen the noise impact for residents."

However, the impacted areas are so small, it is possible no perceptible change would have been made with the legislation, Newstrom added.
Legislator, residents want say in possible sale of Don Scott

By Tim Doulin
Dispatch Higher Education Reporter

A state legislator and northwest Columbus residents have requested a meeting with Ohio State University officials to discuss the future of Don Scott Field.

OSU President Gordon Gee has not ruled out the possibility of selling or leasing the 1,400-acre airport to alleviate the university's budget woes.

The university is evaluating legal and financial aspects of such a move.

Residents near the airport should have a say in any plans concerning the airport's future, said Rep. William B. Schuck, R-Columbus.

"I would like to see the neighborhoods up front in the process, instead of spooned in at the end," Schuck said.

"That was the problem we had before. Not enough up-front dialogue." "

A few years ago, many area residents were angered when then-OSU President Edward H. Jennings discussed selling Don Scott Field, one of the busiest airports in the state.

A breakdown in communication between the university and residents complicated matters, Schuck said.

"There was a vacuum and rumors started spreading. This is an effort to prevent that from happening again and find out more definitely what they are talking about doing," Schuck said.

Herbert B. Asher, special assistant for state relations at OSU, said Gee will meet with Schuck and area representatives, although the university hasn't decided anything about the airport.

"We are checking into the legalities of whether we can sell or lease the airport," Asher said.

"There is nothing imminent at all. It is not just the airport we are looking at, either. It is all university assets."

Last Friday, the university unveiled a two-phase plan to deal with state funding that is now expected to be about $44.8 million less than had been forecast earlier for fiscal 1993.

Selling or leasing the airport and other university property could be part of the second phase of the plan, to be implemented in January if necessary.

University officials have said selling the airport and other property would be done as a last resort.

"It appears to be more than an idea someone is floating, so I have to take seriously that this is an option," Schuck said.

University officials have acknowledged many obstacles exist to selling or leasing the airport. The majority of airport land is titled in the name of the state, with the rest in the name of the OSU Board of Trustees.

Selling the state-titled property would require legislation by the General Assembly. The university also could enter a long-term lease of the state-titled land with approval from the Department of Administrative Services.

The university also is unsure whether it or the state would get the money from the sale or lease of state-titled land.

OSU also would have to work out an agreement with the Federal Aviation Administration, which operates a control tower at the airport.

OSU has received millions of dollars in federal grants to improve the airport. The grants require OSU to keep the airport open for 20 years or return the money.

Schuck is opposed to closing Don Scott Field. An FAA master plan completed a couple of years ago said the airport was being used appropriately and that there was potential for expansion.

"We have gone through an elaborate process over the last few years. I don't see any reason to throw that five years of work overboard," Schuck said.
Pilots' camaraderie at Don Scott restaurant makes for happy landings

Above: Photographs and storytelling are a big part of the ambience.

By Dennis Floy
Dispatch Acces Reporter

For pilots most at home in the clouds, the Barnstormer is a cozy place to be grounded.
The 20-seat restaurant is inside Hangar No. 1 at Don Scott Field, the Ohio State University airport. Eating bacon and eggs there with the flyboys is the next best thing to soaring.
The food receives good reviews, but "the real story here is the characters," Mark A. Savage said. "Everybody has stories — everybody!"

Nicknamed "Doc" for a comic-stripped war hero, Savage is a corporate flier, glider and ex-fighter pilot. He has written several books of flying tales.
Barnstormer patrons have heard this one before: Eleven years ago, Savage, 70, of Columbus, unwittingly flew a plane for a Mafia-owned company. After touching down during a business trip, he was taken by the FBI and "held prisoner in a Cleveland hotel room for two weeks."

One recent morning, Marvin Kincaid lingered over a cup of coffee.
"I'm never in a hurry to leave," Kincaid said. "I guess I'm an airport bum."

Kincaid, of Columbus, lost his pilot's license after eye surgery, but the room helps keep his spirits high.
The joint caters to student pilots, corporate pilots, private pilots, commercial pilots and fliers of transport planes, helicopters, gliders and stunt planes.
They arrive and depart at all times during the week, but many regularly schedule happy landings in the Barnstormer for early Saturday mornings.
Jim and Gladys Patrick bought the place eight years ago. By pushing the aviation theme, they transformed the nondescript, way station into a living museum.
They welcomed informal meetings of flying clubs, plastered the walls with past and present photographs of customers and instituted the Fly and Lie Club, for card-carrying yarn spinners.
As pilots pour their own coffee and occasionally bus a table, they trade war stories and tips about aircraft repair. They talk about the high price of private planes, Federal Aviation Administration regulations, close calls and exotic destinations.
"In most places, when men get together, they talk about sports," Kincaid said. "But I've yet to hear a word about last night's baseball game."
Even when the room is empty, the walls speak — through

Please see HANGAR 1 Page 2G
Hanging out at Hangar 1

Ron Sodano, like many regulars, pours his own coffee at the Barnstormer restaurant in Don Scott Field's Hangar No. 1.
more than 400 framed photos.

"You can't eat here unless you put some kind of picture up," quipped Bill Barnhart, 72, a World War II bomber pilot.

One of the most humorous photos depicts the infamous jet-mower, with its afterburner flaring. A man became so frustrated trying to assemble a mini-jet from a kit, he simply mounted the engine onto a lawn-mower base.

Two photos feature an elderly man standing proudly next to his Cessna. He is Joe Dunlap of Pepper Pike, Ohio, known at the Barnstormer as "the guy who flew around the world."

Dunlap accomplished the feat solo, in six weeks and two days, at 74.

A retired business executive, Dunlap was 64 when he earned his pilot's license. He has logged enough tales to mesmerize patrons for hours.

He twice made emergency landings on a remote Pacific Ocean island secured by the U.S. Air Force for the destruction of chemical weapons. He was greeted with a gas mask, antidotes for nerve gas and an extensive debriefing.

Dunlap also survived a crash landing that destroyed his plane. It happened between two lanes of commuter traffic during morning rush hour in northern Ohio.

"People ask me if I was scared," Dunlap said. "Hell, no. I was too busy flying the plane."

A man became so frustrated trying to assemble a mini-jet from a kit, he simply mounted the engine onto a lawn-mower base.

Dunlap considers Barnstormer customers "his support group."

Pilots, he said, are bonded by a "richness of experience" because "they do something very few people in the world can do."

In the United States, a nation of more than 200 million people, 692,095 people were licensed to fly in 1991, according to the FAA.

The central Ohio fliers are "like family here," Jim Patridis said. "They help each other out."

The pilots also help stock the kitchen with far-flung ingredients.

Ron Sodano carries super-hot barbecue sauce from Kansas City, Mo. Other "imports" include fresh key-lime juice from Florida and a large bottle of pure vanilla extract from Mexico.

Joe Wells, 76, a mechanic retired from the Ohio National Guard, is respected for his ability to tear down and rebuild airplanes. With a sandwich named after him, he's a Barnstormer institution.

"If it wasn't for the Barnstormer, this airport would fold up," Wells said with a chuckle.

With the flow of commuter traffic, the regulars never know whom they might meet.

"One time we got into a deep discussion about rocket launching with a gentleman none of us knew," said Bob Tessman, a corporate pilot. "He turned out to be the director of NASA's launch program."

John Haines, 59, of Johnstown, Ohio, is among the Barnstormer habitués who have built planes.

"We started with a pile of tubing and made it just like Mom baked a cake," Haines said.

He worked on the plane 16 hours a day for more than a year, during which the guys at the Barnstormer "all had little things to contribute," he said.

It must have been comforting for Haines to know that, while he talked, his baby — a sparkling single-engine biplane — rested next door, a stone's throw from his table.

"All pilots are the same," said Mark Litton of Jetcopter Inc. "They talk about aircraft like they are their children."

Beaming with pride, Wayne Williams, 40, of Worthington, stopped at the Barnstormer with his 10-year-old son, Nathan, to share the joy of owning his first plane, a single-engine five-seater.

"It's my life savings in aluminum," Williams said.

Typical of Barnstormer regulars, Williams carried two albums of photos from his recent family flight to Alaska.

Williams, a builder, has been an avid flier since he earned his license as a teen-ager. None of his four children, ages 10 to 20, "has ever left town by car," he said. "They think Myrtle Beach (S.C.) is two hours away, Wichita (Kan.) four hours."

Williams eagerly awaits the day his picture joins the gallery on the wall. To have a photo hang there "is a badge of honor," he said.

The Barnstormer, Litton noted, represents "a who's who of central Ohio aviation."
OSU airport plan takes off

Ag school facilities will leave, making way for development

By CAROLYN HIRSCHMAN

Plans are taking off for Ohio State University's airport and other facilities at Don Scott Field. The long-term development could give OSU a financial boost while benefiting companies that use the airport.

With that in mind, the university is going forward with plans to move College of Agriculture facilities that border the airport to Madison County and come up with development plans for the acreage.

The university had considered selling off the airport to help relieve budget problems, but decided to keep the 1,000-acre property on the northwest side of Columbus.

"There's no serious discussion of selling the airport. There's talk of how to develop land around the airport," said Robert J. Haverkamp, assistant to OSU's vice president for business and administration.

OSU would like to replace the agricultural activities with a money-making use. "We would like to develop the land in a way that would make money for the endowment," he said. Haverkamp.

Office, retail or other commercial development and open space such as a park are possibilities for the 400 to 500 surrounding acres.

OSU already has a plan to spend $25.6 million to improve the airport, sixth busiest in the state, over the next 20 years.

The expansion's centerpiece is lengthening the northernmost of four runways from 3,000 to 6,000 feet. The extension would accommodate heavier aircraft carrying more fuel, allowing corporate planes to fly to and from the West Coast, said airport Director Kenneth R. Newstrom.

The land surrounding the airport now has animals, feed crops and more than 20 barns and other buildings used by the College of Agriculture. Those agricultural activities will move during the next 10 years to two Madison County farms owned by OSU, said OSU Treasurer James L. Nichols.

"It's very difficult to have agricultural operations in an urban area... it's very important to have ample land, and Don Scott's not the place," he said.

The portion of Don Scott Field in the university's endowment portfolio, about 259 acres or a fourth of the total, is worth $15.7 million.

Any development of the surrounding land must be consistent with the airport, whether or not it actually serves the airport, said campus planner Jean D. Hansford.

The university started to inventory Don Scott Field properties about a month ago, he said. Next it will come up with development options. A final plan, to be finished in a year or so, will be developed with the input and agreement of the area's neighbors and the Columbus Development Department.

The Northwest Civic Association, a group of area residents, has no specific ideas for land use, but it is interested in responding to OSU's suggestions, said President Ronda Rossbach.

"Our main concern is that whatever is done not jeopardize the airport," she said. The association also does not want development that would bring too much traffic and place too much demand on city services.

The airport is home to 200 aircraft, 17 owned by OSU and the rest by corporate and private owners, he said. Thirty-five companies, including Worthington Industries Inc. and Wendy's International Inc., rent hangar and office space. OSU planes are used for aviation education and transportation of university officials.

The OSU Airport had 12,482 takeoffs and landings in the year ended Sept. 30, making it the sixth busiest of 11 Ohio airports with FAA control towers, according to the FAA. That number is expected to grow to 226,000 takeoffs and landings in 2007, according to the master plan.

The FAA would pay most of the $25.6 million price tag for improvements in the master plan, with the airport contributing $1.1 million. The airport's portion would come from a trust fund derived from user taxes on tickets, cargo, fuel and other airport operations, said Newstrom.

The airport, with about 50 employees, operates profitably while using no OSU budget money, he said. Operating income comes from corporate and private aircraft owners who rent hangar and office space at the airport. It is used to maintain the facility and run the aviation education program.
Your on-campus dining guide

FOR THOSE PLANNING TO feed high school recruits on the Ohio State University campus, here’s a handy-gandy list of possibilities.

Ohio Union: Quick-service restaurants as well as the Terrace Room featuring the daily luncheon buffet.

The Barnstormer Restaurant: Soups and sandwiches in a hangar at Don Scott airport. It's farther from main campus, than, say, Damon's restaurant on Olentangy River Road, but it's still university-owned.

Golf Course Dining Room: The Scarlet and Gray Golf Course also is separated from the main campus. Open to the public for lunch and Sunday brunch.

The Faculty Club: Rub elbows over lunch with card-carrying members.

Rathskeller: This quaint eatery in Pomerene Hall by Mirror Lake is always a student and faculty favorite.

The Seasons Cafeteria: On the first floor of Rhodes Hall: University Hospital in the Medical Center. Grim, but nutritious.

River Den: Enjoy the scenic Olentangy River while eating in the Drake Union dining room.

Fawcett Center Dining Room: The OSU student handbook says, "Your folks will enjoy sitting at a table and being waited on." Your recruits will, too.

• John Elsasser
OSU police greet plane, pot at Don Scott Field; 2 arrested

By Steve Stephens
Dispatch Staff Reporter

Police were waiting at airports in Columbus, Lima and Bellefontaine late Saturday after a private plane loaded with 67 pounds of marijuana took off from Texas en route to Ohio.

The plane landed at Don Scott Field, where Ohio State University police arrested two men about 10:30 p.m.

Michael James Odell, 36, of Dallas and David Alan Meyer, 36, of Colony, Texas, were charged with drug trafficking and were in the Franklin County jail last night.

The pilot of the plane was not charged, said Allen County Sheriff Dan Beck.

"It may have been that the pilot didn't know what the passengers were doing," Beck said.

Texas officials last month alerted the Bureau of Criminal Identification and Investigation that suspected drug traffickers made at least nine flights from the Dallas area to northwest Ohio in the past year. Most of the flights landed at the Lima airport in Allen County, Beck said. Odell is from Allen County, Beck said.

Flights also had landed in Bellefontaine and Van Wert, Beck said.

When Saturday's flight left Texas, officials there notified bureau agents. Air traffic controllers in Indianapolis monitored the flight.

In Lima, 12 agents from the bureau and the Lima-Allen County Narcotics Task Force waited at the airport. Several agents also were waiting in Bellefontaine.

While refueling near St. Louis, the plane filed a flight plan listing Don Scott as its destination, Beck said.

"There was a little bit of a scramble at the last minute," Beck said.
OSU Police seize Texas marijuana

By Damien A. Guarnieri
Lantern staff writer

More than $117,000 worth of marijuana was seized at OSU's Don Scott Airport by OSU Police officers and agents from the Bureau of Criminal Investigation and Identification Saturday night, said OSU Deputy Chief of Police Ron Michalec.

Police arrested David Meyer and Michael Odell, both from Texas, and charged them with aggravated trafficking of drugs after 67 pounds of marijuana worth $117,950 and a vial of two to three grams of cocaine worth $200 to $300 were found in their possession, Michalec said.

According to Michalec, OSU Police received a tip from a Texas law enforcement agency that a Cherokee 6 airplane with Meyer, Odell and their cargo were coming to either the Lima, Ohio or the OSU airport. Police later learned the plane was headed for Don Scott airport and a small task force of three OSU Police officers and a BCII agent were assembled to seize the cargo.

The officers arrived at the airport just as the plane was taxiing onto the runway, Michalec said. Because the plane could have easily taken off, police searched it before any backup arrived.

Police found the marijuana in duffel bags - some of it loose, some wrapped up and freeze dried, Michalec said. Because of the large amount of marijuana found, the men were charged with trafficking instead of possession.

Michalec said the pilot of the plane was found innocent and released because he did not know he was carrying the illegal cargo.

Meyer and Odell had their bail set at $30,000 each, Michalec said. Officials at the Franklin County jail said both men posted bail Tuesday morning.

Michalec said the men had a contact at the airport to receive the drugs. Police are investigating who the contact was.

Ken Newstrom, director of Don Scott Airport, said there has never been a drug bust at the airport.
NEWS ADVISORY:
EMERGENCY DRILL PLANNED AT UNIVERSITY AIRPORT

An exercise to test the readiness of The Ohio State University Airport and local agencies to respond to an aircraft accident will be held Thursday, Dec. 16, at Don Scott Field.

Although the drill will be limited to the airport area, agencies participating in planning and conducting the exercise will include the Columbus divisions of Fire and Police, Franklin County Coroner's Office, Franklin County Emergency Management Agency, The Ohio State University Hospitals, Riverside Methodist Hospitals, University Police, Ohio Highway Patrol and the Federal Aviation Administration.

The event, which will run from 9:50 to 11:30 a.m., will include a news media briefing, scheduled for about 10:20 a.m. Media arrangements, in fact, are a part of the disaster drill, according to Airport Director Kenneth Newstrom.

The exercise will help each agency become familiar with the airport facilities and understand how each agency's function relates to the other responding agencies through implementing existing plans on how to react to such an incident.

As a federally certified airport, University Airport is required to conduct such an exercise periodically to test airport emergency plans and those of the agencies that would be called into action under such circumstances. Although this exercise will be considerably smaller in magnitude compared to similar drills conducted at Port Columbus International Airport, it still will encompass the full range of interagency coordination that becomes necessary in such circumstances.

Reporters who wish to cover the drill should enter the site off Ohio 161 west of Ohio 315. Driving west on Ohio 161, turn left onto an Ohio Department of Transportation access road just west of the Ohio National Guard's Beightler Armory. For information on the drill, contact Kenneth Newstrom, airport director, at (614) 292-5460.
Don Scott controllers eye the sky

Radar approved in 1991 is still in box

By Mark D. Somerson
Dispatch Staff Reporter

The 10 air traffic controllers at the Ohio State University Airport directed 137,000 flights the old-fashioned way this year — looking out the tower's windows and asking pilots where in the world they were.

"We run a very safe operation out here," said Charles Smith, a controller. "But radar would greatly increase our margin of safety."

The Federal Aviation Administration, which oversees the airport's operations, agrees they need it. In February 1991, it purchased a Digital Bright Radar Indicator Tower Equipment system for OSU's Don Scott Field.

The radar system, when patched into Port Columbus' DBRITE system and connected to OSU through fiber-optic cables, would allow controllers to identify aircraft, their locations and their spatial relationship to other aircraft.

OSU's problem, however, is that its DBRITE system is in a crate stored at Port Columbus.

"Why this isn't being installed, I don't know," said Smith, who also is president of the OSU chapter of the National Air Traffic Controllers Association. "The equipment is in Columbus. It's been paid for."

The FAA said the DBRITE equipment is paid for, but its installation is another matter.

"The project was delayed because of costs," said Mort Adelstein, an FAA spokesman in the agency's Great Lakes regional office in Chicago. "Installation was not part of the initial financing."

The FAA said the project will cost between $100,000 and $200,000, including equipment and hookup.

Money became available this year, and the FAA paid for fiber-optic connections, for which it is paying a monthly leasing fee to Ameritech, and for three months of training. The fiber-optic connections will link OSU Airport to Port Columbus' DBRITE system, which was installed three years ago.

But Smith said the FAA has continued to delay the installation.

"As of this year they said installation would be done in June," he said. "Then we heard July, August, November, December, January and now March."

Well, actually May, Adelstein said.

"It is scheduled for May 1, 1994," he said. "It's been delayed because of manpower."

Controllers, who have seen a 10 percent increase in aircraft traffic this year, seem to be used to using their eyes, ears and patience.

"Especially patience," Smith said. "We work with a lot of flight students."

Although Port Columbus radar can track every flight over OSU Airport, the controllers at OSU are in charge of their own flights. They rely on good visibility and pilots who know their way around.

"We use landmarks all the time," Smith said. "We ask them to look for water towers, gas station signs and other things." They also rely on pilots' knowing their general bearings.

"But there have been numerous instances when pilots tell us they are in one place, and they will be in another," Smith said. "DBRITE will let us see exactly where the aircraft is, and we can tell them if there is any traffic near them."

Until the equipment is installed, however, the OSU controllers will keep their eyes on the sky.

"We'd like to know if there is anyone in our air space who isn't talking to us," Smith said. "I guess we are getting a small taste of what it's like to deal with the government."
OSU closes old airport restaurant

By Tricia Waddell
Lantern staff writer

The Barnstormer Restaurant, a landmark of Ohio State's aviation at Don Scott Airport in north Columbus, is closing next month because of patron complaints and its inability to make a profit.

The restaurant has been catering to OSU aviation students and pilots for 50 years. The mom-and-pop restaurant that has aviation pictures covering the walls and model planes hanging from the ceiling will have to close its doors on May 26.

"There is 60 years of aviation inside the Barnstormer and it is sad to see it go," said David Milam, a candidate for a doctorate degree in aeronautical and astronautical engineering.

"It is really convenient and quite, a few people come from the Aeronautical and Astronautical lab to eat," he said.

Tom Lush, a pilot who has flown at the airport since the '70s, said the restaurant is a good hang-out for those in aviation.

"It is like Cheers, a place to meet others with the same interest," he said.

Complaints from customers pressured the decision to close the restaurant and change operators, said Ken Newstrom, airport director.

The Barnstormer Restaurant, at Don Scott airport, are covered with photographs and airplane models hang from the ceiling. The complaints were about the quality of food, cleanliness, attitude and appearance of personnel, he said.

"We have not been contacted about any complaints, written or verbal, about the restaurant," said Laura Hockett, co-owner of the Barnstormer.

Hockett said that neither Newstrom nor anyone from his office has had any connections or conversations about this issue with her or Helen Anstaett, Hockett's partner.

If there were complaints, they should have been passed on to those who need them so things could be worked out, Lush said.

"Nobody is perfect and it is just common courtesy to give the complaints to those who they are directed to," said Lindy Lush, a graduate student in music.

"The restaurant is necessary for people who work here at the airport," said Marvin Wright, who retired from the airport fire department and who used to fly planes at the airport.

Tom Lush said that the restaurant draws pilots from other places. Those pilots want to land where they can find food.

"There are a million places to eat, but not a million where aviation people can meet," Tom Lush said.

Hockett and Anstaett have circulated a petition with more than 200 signatures from people who do not want to see the restaurant close.

Tom Lush, president of the Central Ohio Flyers Association, will present the issue to the association, Anstaett said. The group plans to begin a letter writing campaign in order to overturn the decision.

"We are looking for a better contract so this won't happen again next year," Anstaett said. "We are not interested in just a one-year delay."

As owners, they have the right to operate the restaurant, Anstaett said, but the university owns the equipment and the building.

"The university wants to make money on the space," she said. "If we pay $100 per month for rent while OSU provides maintenance and utilities. OSU also sets the food prices for the restaurant."

Newstrom said that the Barnstormer was just not profitable.

Hockett and Anstaett still have a loan to pay for the Barnstormer. The university does not cover that when the restaurant closes, Anstaett said.

The two owners received a certified letter from Julie Townshed, head of vending services, telling them they had 60 days to vacate the premises, Anstaett said.

"We were contacted by the director of the airport to cancel the lease," Townshed said.

Newstrom said that requests have been made for proposals to purchase the restaurant and several have expressed interest.

"Newstrom has done more harm to the airport than anything else," said Lindy Lush.

He closed an avionics shop several years ago and said he would take bids to reopen the shop. Lindy Lush said, but he never did. She is afraid the same thing will happen with the Barnstormer.

"There is a history of uniqueness that tells a story with an aviation atmosphere," said Tom Lush. "I hate to see it be lost."
Don Scott Field master plan finished

By LIZ THOMPSON
Northwest Columbus News Reporter

The master plan for Ohio State University Airport’s Don Scott Field is completed waiting only for approval by the OSU Board of Trustees and the Federal Aviation Administration.

Land issues were the major consideration when working on the plan, Director Doug Hammon said. The 20-year capital improvement program is broken down into three development phases: first five years, second five years and the last 10 years, Hammon said.

Each development phase is shown on the airport layout plan, which was available to residents at Tuesday night’s open forum.

“We hope to do most of these things but a lot has changed,” Hammon said.

Hammon said he has been meeting with four different neighborhood groups getting feedback on noise and other issues. The comments gathered were addressed in the plan, he said.

Planned changes

“We want to extend the north runway from 3,000 feet to 6,000 feet. It is about safety, noise and convenience. The planes need the extra space during extreme weather conditions from humidity to ice,” Hammon said.

“We cannot use salt on the runway because of the corrosiveness of the aircraft and humidity is terrible for getting the planes off the ground,” Hammon said.

Noise is a concern of area residents, he said.

Residents have voiced concern that if the runway is extended, air traffic would increase.

“The traffic will be no different than normal increases. We may get a few more planes, but the numbers would be small,” Hammon said.

“The existing south runway and the extended north runway would end even. Right now the south runway is very close to neighbors. The north runway, after extending, would be twice as far as the south runway from homes,” Hammon said.

Dealing with noise

He said for planes to land on the south runway they have to lower flaps and landing gear early because the pilots have only 5,000 feet to stop.

The landing configuration is the noisy part of landing, he said.

“If they have 6,000 feet to land, the planes will stay higher longer and won’t need to do landing configuration over Riverbuck, south of Worthington, as they do now.

“With more landing space, this noise would happen over the Olentangy River,” Hammon said.

Hammon said he had officials been working with air traffic control to keep the planes over Dublin-Granville Road as long as possible and not over homes.

The airport also plans to use north land where the old National Guard helicopter ramp was in the early ‘90s for more corporate planes where they could have their own hangars.

A new terminal

The original terminal was built in 1943 and a new one is planned for the second development phase.

“In 1943 they didn’t need much. We want to have a business center. The problem is space,” Hammon said. “We want to offer a full-service restaurant on the second floor where people can see out over the runways.

“We want a meeting room with equipment, catering; so executives can come in and stay at Don Scott and people can come meet with them instead of executives having to fly in and drive to clients or customers.

“We also want this space for civic uses like Boy Scouts and community meetings.”

See DON SCOTT, Page 2A

Continued from Page 1A

Hammon said.

Planners are working on the development plan for building an air museum close to the corner of Sawmill and West Case roads, Hammon said.

“The museum used to be at Columbus International Airport and the planners are working on access for the new museum. Pilots could not fly to the museum before and the plan is for pilots to be able to enjoy the museum as well as residents,” Ham-
For Release

September 10, 2004

Airport Master Plan, report findings presented to committee

*Noise study reveals most levels within FAA guidelines*

COLUMBUS – The dean of the College of Engineering today presented the 2004 Airport Master Plan and the results of an Environmental Assessment (EA) conducted to determine the local impact of projects included in the plan to the Facilities Planning Committee of the University’s Board of Trustees. William A. Baeslack III also outlined the role of the Airport at Don Scott Field in the College’s academic programs and the benefits to the University.

Senior Vice President for Business and Finance William J. Shkurti told the committee that the plan should be evaluated in terms of how it is aligned with the University’s mission of teaching, research and service, including ensuring that the plan is based on reasonable need projections, rather than just the possibility for growth of the auxiliary enterprise. “A key part of the plan’s alignment is the academic plan for the Aviation program,” Shkurti said.

The key components of the draft 2004 Master Plan are new hangars on the south side the Airport and an extension of the north runway, projects that also had been approved as part of the 1990 Master Plan, Baeslack told committee members. Additional components include a new flight education center and a new terminal.

Replacing the current flight center that was built in the 1950s would mean new classrooms, aircraft flight simulators and testing centers which would enhance learning, while building a new terminal will improve services to both students and current business customers. Extending the runway to 6,000 feet will improve safety, Baeslack said. The FAA sets the number of operations designed to use the current 5,000-foot runway at 500 yearly; the Airport currently has 2,000 operations. Also, removing the crosswind runway will improve ground movement as well as safety.

-more-
2004 Airport Master Plan presented 2-2-2

Baeslack said the Airport recently completed an Environmental Assessment (EA), including a noise study, on the impacts of the proposed projects. Through the EA, the University evaluated the proposals' impacts on 21 environmental categories, including aircraft noise. The University conducted the EA and noise study with extensive involvement from representatives of the community surrounding the Airport, and in full compliance with the FAA.

While the study found that current noise levels are above what the Federal Aviation Administration (FAA) considers acceptable near 31 homes in the Airport's immediate vicinity, extending the runway would actually reduce noise levels, in those areas in particular as well as in others surrounding the Airport. Baeslack said Airport officials already are in discussions with the FAA about ways to reduce noise in those specific areas.

Under the future development scenarios, including what Baeslack called the "preferred scenario," noise levels at homes, schools, churches or other buildings in the area does not exceed the maximum allowable as defined by the FAA and the Environmental Protection Agency. The "preferred scenario" includes the runway extension, new hangars on the south side of the Airport, the flight education center, and the new terminal.

Baeslack said the Airport is a "vital component in the overall success" of the Aviation Program. "This facility provides the students with a real-world learning-laboratory both within and outside the classroom. The Airport also serves as a lab for many aviation-related research initiatives undertaken by many departments within the College of Engineering.

"And the Airport provides cash and in-kind resources of nearly $650,000 a year to augment the Aviation Program's academic and research efforts, thereby improving program excellence to maintain a position of prominence within aviation programs," he said.

Shkurti said that today's presentation is the beginning of the University Board of Trustees' planning and review process of the Airport's Master Plan. The proposed plan is an update of the last plan the Board adopted in 1990 and the FAA subsequently approved. "As was the case with that plan, the process for vetting this plan is deliberative and will be based on all the factors that need to be considered," he said.

-more-
Those include the Aviation academic plan, the business plan to outline financial impacts, the noise analysis regarding the proposed runway extension, the impact of the plan on other University uses in the Don Scott area, and the FAA’s review of University land outside the Airport boundary, as well as the components of the plan itself.

In addition, both Baeslack and Shkurti emphasized the importance of appropriate involvement and input from surrounding communities. “This is not only an FAA requirement but, more importantly, a central tenet of University and Airport planning. The opportunity for comment and input does not end with the FAA-mandated process, and the University will provide for additional community and neighborhood input as we move forward with review,” Shkurti said.

Baeslack said community members will have several opportunities to comment on the plan and its proposals. The Airport Advisory Committee will meet from 2 p.m. to 4 p.m. Oct. 14 to discuss the results of the EA and the noise study, and a public workshop will follow from 5 p.m. to 8 p.m. that day. A formal hearing with the FAA’s involvement is still being scheduled. All meetings will take place at the Airport.

In November, a presentation on the plan will be made to the Board’s Fiscal Affairs Committee. The plan submitted to the Board will reflect consideration of all the input received. The plan would then be considered by the full Board at its December meeting.

###
Timeline revised for consideration of proposed Airport Master Plan

COLUMBUS – The Ohio State University has revised the timeline for consideration of the proposed draft Airport Master Plan to accommodate public concern regarding a comment period during the holidays, as well as the likelihood that the Federal Aviation Administration (FAA) could provide its input later than initially expected.

A major part of the University’s review of the Plan is an Environmental Assessment and associated Aircraft Noise Study being performed in conjunction with the possible Airport improvements included in the proposed Plan.

At a public meeting the University held Oct. 14 on the assessment and the noise study, which are still in the draft stage, some community members expressed a concern that the public comment period would occur during the holidays.

William A. Baeslack III, dean of the College of Engineering, said the University will not make a decision on the Plan or proposed improvements without adequate and informed community input. “We certainly welcome public input at any time in the process, and indeed are carefully evaluating community comments to date,” Baeslack said.

Baeslack said the timeline was revised to give the University the opportunity to receive comments from the FAA, complete an internal review and make the revisions to the Assessment prior to the public comment period.

He said the revised timeline is based on the assumption that the University would receive the FAA’s comments on the Environmental Assessment and the associated Aircraft Noise Study on Nov. 1. The University would then revise the Assessment based on the FAA’s comments by Dec. 31, and then release it to the public for the required 30-day comment period on Jan. 3, 2005.
The University would hold a public hearing on the revised Assessment as required by the FAA on Jan. 25, 2005, and the public comment period would end on Jan. 31, 2005.

"It is expected that we all should be in a better position to discuss the Environmental Assessment after the review and revision are completed and we enter the public comment period," he said.

Baeslack said the proposed draft Airport Master Plan could then be presented to the University's Board of Trustees Fiscal Affairs Committee at its March 4, 2005, meeting. Possible action by the Board of Trustees could take place on April 1, 2005.

He emphasized that the timeline is tentative and is dependent upon the date on which the University receives comments from the FAA.

###
Overview

The Ohio State University Airport is an important economic, aviation, business, and educational resource. The Ohio State University Airport is a self-supporting entity of The Ohio State University's Department of Aviation. The airport has facilities and services that are capable of supporting a full range of corporate and privately owned general aviation aircraft. There are approximately 230 aircraft that are stored at the airport, and the airport accommodates almost 100,000 aircraft take-offs and landings each year. The Ohio State University Airport is the fifth busiest airport in Ohio.

The Ohio State University Airport serves the needs of residents, businesses, and visitors to the Columbus metropolitan area. The airport's role as an educational classroom and laboratory is unique. Not only does the airport support The Ohio State University Department of Aviation, but it also supports the Ohio Department of Transportation, and many of the area's leading employers.

Over 35 area employers charter aircraft from the airport or they own a corporate aircraft that is stored at the airport. These employers rely on The Ohio State University Airport to provide them with quick and efficient travel to destinations throughout the U.S. Key area employers who rely on the airport each day include Advanced Drainage, Cardinal Health, Channel 4, W.W. Williams, Wendy's International, and Worthington Industries. In addition to local businesses that rely on the airport to improve their business efficiency and bottom line, many of the nation's leading Fortune 500 companies use The Ohio State University Airport when they travel to Columbus.

Study Process

The Ohio State University Airport initiated this study to measure the economic benefits that are associated with the airport. This study followed a proven, FAA-supported methodology. The methodology used in this study considered all activities that take place at the airport. These activities include those associated with all business or employers located at the airport. The approach considered activities associated with governmental agencies or bodies, including the University. Benefits stemming from capital improvement projects were also considered.

Each year an estimated 66,750 visitors arrive in the Columbus area via The Ohio State University Airport. These visitors come to Columbus for business, family or vacation-related travel, or to attend one of the area's many annual sporting or other events. Visitors who arrive by air have expenditures for lodging, food, ground transportation, entertainment, and shopping.

When combined, on-airport activities and visitor-related expenditures are classified in this study as first round benefits. These first round benefits, however, are just the start of an economic benefit cycle that begins at the airport. As on-airport tenant/business and visitor spending takes place in the greater Columbus area, it creates additional waves of economic benefits.

For example, when a person who is employed at the airport uses their income to pay for goods and services in the study area, this spending helps to support other area businesses. The initial dollar earned at the airport is re-spent, creating successive waves of economic benefits. In this study, these additional multiplier impacts are referred to as second round impacts. When both first round and second round impacts are summed, a complete picture of the economic benefits associated with the airport starts to emerge.
Impact Measures

Employment – The total number of jobs associated with airport activities, airport operations, and visitors who arrive by air.

Payroll – Total annual wages and benefits paid to all persons who derive their employment totally or in part from the airport.

Total Economic Activity – This measure, also referred to as output, is the total annual value of all goods and services in the study area that are tied in some way to the airport.

Economic Benefit Measures

For this study, benefits related to airport activities and visitors are estimated using three measures. These measures are as follows:

- **Employment** – The total number of jobs associated with airport activities, airport operations, and visitors who arrive by air.

- **Payroll** – Total annual wages and benefits paid to all persons who derive their employment totally or in part from the airport.

- **Total Economic Activity** – This measure, also referred to as output, is the total annual value of all goods and services in the study area that are tied in some way to the airport.

Annual Economic Impacts

There are many businesses and activities at the airport that account for significant economic benefits each year. Tenants at the airport include the University, ground transportation providers, concessionaires, government, fixed base operators (FBOs), and other businesses that provide support to aviation-related activities. Each year, thousands of visitors arrive in the Columbus area on general aviation aircraft via The Ohio State University Airport.

As noted, this study considered the above first round economic impacts as well as second round economic impacts associated with tenant and visitor-related activity. Second round benefits created by the multiplier effect of the spending cycle that starts with the airport and aviation visitors were measured using an input-output model.

When first and second round tenant and visitor related economic activities are summed, the result is an estimate of the total annual economic benefit that can be traced to The Ohio State University Airport. Total annual economic benefits for the airport are estimated as follows:

<table>
<thead>
<tr>
<th>Total Employment</th>
<th>Total Annual Payroll</th>
<th>Total Annual Economic Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>888</strong></td>
<td><strong>$40,354,000</strong></td>
<td><strong>$103,588,300</strong></td>
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</tbody>
</table>
Business Dependence and Other Benefits

As demonstrated, The Ohio State University Airport is responsible for $103.6 million in annual economic benefits. This estimate of annual economic contribution from airport tenants and visitors, however, only tells part of the story. Travel by general aviation aircraft is integral to the economic well being of the area served by The Ohio State University Airport.

Over 2,000 non-aviation businesses in the study area were contacted to identify the ways and the extent to which they rely on aviation. 89 percent of survey respondents indicated they have customers or suppliers who use the airport to reach them, and 60 percent of the respondents indicate they use the airport to support their own travel needs. Responding businesses indicated that proximity to the airport ranks within the top ten factors that attracted them to or that keep them in the area. Clearly, The Ohio State University Airport is an essential business retention and recruitment tool for all communities that surround or that are in proximity to The Ohio State University Airport.

The airport also supports many vital services. The airport supports emergency services, patient and organ transport, law enforcement, education, and news and traffic reporting. Most residents of the area, even those who never use the airport, benefit in some way from the airport and the many important health, welfare and safety services that it supports.

Tax Benefits

The airport is also an important contributor to state and local funds. Employees on the airport and employees in the visitor industry related to the airport generate nearly $1.5 million in city and state income taxes annually. Visitors that arrive via the airport generate annually an estimated $545,300 in state and local sales taxes as a result of expenditures made during their trip. An additional $315,000 in sales taxes is related to sales of goods and services on the airport. In total, an estimated $2.35 million is contributed annually by the airport and its related activities in payroll and sales taxes.

Summary

The Ohio State University Airport is a significant economic catalyst. Many employers in the area rely on general aviation services and operations that are accommodated by the airport. The airport enables the communities it serves to stay competitive in an increasing global workplace. By protecting and maintaining The Ohio State University Airport, our area is better positioned to meet the travel and economic challenges of the future.

For more information contact:
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Airport Directors Office
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Columbus, OH, 43235
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Airport noise complaints

OSU working to improve response

By ANTHONY DILL
Suburban News Reporter

The way noise complaints have been handled at the Ohio University Airport is not the best, university officials said, but it is working on ways to improve the system.

Ohio State officials and members of the citizens group We Oppose Ohio State (airport) Expansion met June 14 to discuss a number of airport issues, especially noise complaints.

Both Ohio State and WOOSE agreed the airport has been unresponsive to complaints and that changes need to be made.

"... We need to do a better job, and we are working on a system that will do just that," said Elizabeth Conlisk, OSU vice president of media relations.

Airport Director Doug Hammon said he has been in discussion with other airports for guidance and has been researching a three-part plan to respond to complaints.

of aviation chairman, in an e-mail.

It will also begin collecting its own aircraft operations data. University officials have been investigating systems that will allow it to collect the necessary data.

The airport now must rely on the Federal Aviation Administration to release data so it can respond to complaints.

The third tier of the plan calls for the university to look for ways to reduce noise based on the complaints it receives. This would include "identifying the types of aircraft or organizations that cause the most problems and seek (a) solution to reduce noise," Taneja said in an e-mail.

Ohio State has already been in discussion with FAA officials about mitigation procedures that include restrictions on noisy aircraft, Taneja said.

In turn, WOOSE will change the way it reports complaints. Instead of sending "confirmed" complaints, it will send all reports of aircraft disturbances to the airport.

Hammon said the data previously sent has been confusing and did not provide a complete picture of the complaints.

WOOSE members want to see results before they agree the university is taking steps to solve the noise problems.

"Our concerns have fallen on deaf ears," WOOSE President Dennis Hennen said. "They'll listen to us and then they'll do nothing. This has been the case the entire time."

Hennen said he was for the third time denied the chance to speak to the OSU Board of Trustees because the airport expansion was not on the agenda.

University officials have said the community will be given ample notice when the airport issue comes up for discussion.

The issue will likely next be discussed when the results of an environmental assessment are released. Bud Baeslack, dean of the College of Engineering, said no meeting has been set up with the trustees' facilities planning committee to discuss the results.

In April, Baeslack said in a prepared statement that the earliest the environmental assessment would come up was this month, but he did not specify a date.
Addition of hangars, deferring runway extension recommended
State-of-the-art complaint system to be implemented

COLUMBUS – The dean of the College of Engineering today recommended to the Facilities Planning Subcommittee of the University’s Board of Trustees that it approve moving forward with modest development at The Ohio State University Airport at Don Scott Field.

William A. Baeslack III presented the subcommittee with a detailed analysis of the progress made since its last meeting in September 2004, when he outlined the 2004 Draft Airport Master Plan and the results of an Environmental Assessment (EA) conducted to determine the local impact of projects included in the plan.

Based on his analysis, conducted with nationally known consultants specifically hired to assist in the process, Baeslack is recommending the Airport take four steps:

- Aggressively address community concerns by implementing a highly sophisticated, state-of-the-art noise analysis and complaint-response system;
- Defer north runway extension and jet hangar development;
- Change the scope of the current Environmental Assessment to obtain Federal Aviation Administration (FAA) approval to build T and R row hangars to meet the needs of small aircraft customers;
- And seek Board of Trustees approval of the updated OSU Airport Master Plan and Conditional Airport Layout Plan (ALP) that retains all major proposed construction elements.

Baeslack said that due to low staffing and an inability to obtain radar information in a timely manner, current responsiveness to noise complaints at the Airport has been insufficient and has heightened community concerns regarding potential Airport development. Based on analysis of current best practices, he is recommending a sophisticated
system that would provide information from all flights within a five-mile radius, indicating date, time, aircraft type, operation, altitude and radar track. More staff also would be hired to ensure response within a week of complaints, he said.

He also recommended that environmental evaluation and EA development related to extending the north runway and adding jet hangars be put on hold so officials can continue assessing trends in jet operations and aircraft mix; determining approaches to minimize future noise impacts while meeting airport education and service missions; and developing potential strategies for dealing with the need to relocate some University research facilities should the extension occur.

A third recommendation is to change the scope of the current EA to facilitate FAA approval of the construction of one row hangar and two T hangars. The move would allow the Airport to meet public demand for small hangar space while opening space for University-owned aircraft used in educating students and reducing maintenance and insurance costs.

A fourth recommendation is to seek Board of Trustees approval of the Draft 2004 Master Plan and Conditional Airport Layout Plan that retains all major proposed construction elements. Baeslack said that doing so provides the Airport with the flexibility to expand in the future, should conditions warrant, while providing formal notice to local community and government entities of potential future development that may affect them.

Baeslack said that he and his staff have met frequently over the past year with community representatives to keep them apprised of the University’s progress in Airport development. “We have tried to be not only responsive but transparent in our actions, because we know how concerned the community has been,” he said.

He said he is planning to meet with interested community members in August, and will schedule an EA Advisory Committee meeting for September. Board approval of the updated Master Plan likely would not occur until March 2006.

###
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###
Airport Hangars 1, 2 and 3 Roof Replacement
315-2005-940

Requesting Agency(s): PHYSICAL FACILITIES
Location(s): Hangar 1, 2, & 3

Gross Sq. Ft: 23,461 Age: 1943

Project Information:
Remove and discard the existing roof down to the structural deck, including all wood fascias. Remove and store existing gutters. Make any necessary repairs to the structural deck and boiler stack masonry. Install permanent fall protection. Install a complete fully adhered thermoplastic roofing system, including all new fascia. Re-install and certify lighting protection.

Issues:
How does this project advance the Academic Plan? The roof replacement of this building will continue to keep the building occupants dry, providing an environment suitable for education and research.

Outstanding Funding Issues: None.

Timing Issues: None.

"Ripple effects" of the project: There is the potential of water infiltration (leaks) in the building during construction.

Special limitations/risks: As the roofing system continues to deteriorate, the potential increases that water will infiltrate into the building, which could cause disruptions to academic and research efforts.

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Project Team:

Project Manager: Brett Garrett
Project Coordinator: Karen Cogley (cogley.1@osu.edu)
Project Assistant: Lisa Baldwin (baldwin.10@osu.edu)

Field Coordinator: Unassigned
Facility Planner: Unassigned
OSU delays airport expansion

The project was delayed two to three years to address noise concerns.

By ANTHONY DILL
Suburban News Reporter

Ohio State University officials have postponed development of the university airport at Don Scott Airfield after closer review revealed more strategies need to be tried to minimize future noise.

Bud Baeslack, dean of the College of Engineering, announced the decision last Wednesday to trustees on the facilities planning subcommittee. It will delay the extension of the north runway and addition of jet hangars for two or three years.

He also said a detailed analysis of the 2004 draft Airport Master Plan and results of an environmental assessment will result in the university and airport addressing existing airport noise.

Together, they will also seek approval of “T” and row hangar construction and ask the board of trustees for approval of an updated master plan that retains all major construction proposals.
OSU
Continued from Page 1A

The announcement pleased opponents who have voiced concerns over airport noise and air traffic for months. Representatives from Riverlea and Worthington praised Ohio State for its decision to hold off development.

David Zoll, an attorney hired by Worthington to address airport issues, said Ohio State's decision was the neighborly thing to do. "The things you said you were going to do are the things that I was going to ask you to do," he said. "Putting these plans on hold gives OSU the time to get everything in order."

Still, additional concerns were shared with the board of trustees.

Dennis Hennen, president of the group We Oppose Ohio State (airport) Expansion, noted the more than 16,000 complaints the airport has received over the last 18 months, and he questioned the need for a corporate expansion of an academic airport.

"(This delay) is a small victory, but it's not a solution," Hennen said. "We will continue to monitor the situation and hope the board of trustees will agree that a corporate expansion is not appropriate for an academic institution."

Steve Mershon, Riverlea village solicitor, asked for more communication from the university and more sensitivity to neighbors of the airport.

During the update of development plans for Don Scott, Baeslack said noise levels are projected to increase in surrounding neighborhoods over the next three years, and ways might be found to contain the noise better.

"We can use tools and techniques to reduce the overall noise around the airport (during the postponement)," he said.

University officials also said takeoffs of many aircraft, which were a noise concern for many expansion opponents, will be "seriously looked at." They asked for help from the community in resolving noise issues.

"We recognize that there is a significant concern about the noise. ... We have to have the community working with us on what are real noise complaints."

--Bud Baeslack
OSU dean of engineering

A public hearing on the assessment is projected for January, and a presentation of the final environmental assessment and final master plan is scheduled to be given to the board of trustees in February. Possible action could be taken as soon as March.
OSU to add new radar and form committees

By BRITTINY DUNLAP
Suburban News Reporter

Ohio State University's Don Scott Airfield will add a new radar receiver and data collection system at a cost of $300,000, it was announced last Wednesday at an open forum hosted by the Northwest Civic Association.

Bud Baeslack, dean of the College of Engineering at Ohio State, announced the recent development to more than 50 members of the local community who attended the forum to hear Baeslack and Dennis Hennen, president of We Oppose Ohio State (airport) Expansion, speak.

Baeslack said OSU is on a path to aggressively track the noise complaints and the addition of the radar system will make a significant difference in the response time. The airport currently obtains its radar data from Port Columbus, which makes it difficult to receive information in a timely manner, he said.

"It is laudable that OSU is going ahead with the radar system, but we don't know how well it is going to work," Hennen said.

Baeslack also announced that two committees will be formed before Oct. 1 to discuss the airport's expansion. The committees will include residents of the surrounding cities, members of civic groups, airport users and university administration. Baeslack guaranteed WOOSE representation in the committees.

The first committee, the OSU Airport Advisory Committee, will review and advise university administration and airport staff regarding operations, capital improvements and the development and expansion of the airport.

The second committee, the OSU Airport Noise Advisory Committee, will review the airport noise compatibility program, address any noise-related issues and make recommendations to the Airport Advisory Committee. Baeslack said membership of the two committees will overlap to ensure continuity of the messages.

However, long-term plans were not enough to satisfy some residents at last Wednesday’s forum.

"Not only do we have future problems, but there are problems right now," Hennen said.

For nearly 90 minutes, community mem-

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Continued from Page 1A

bers drilled Baeslack with questions protesting the expansion.

Residents continued to express concern over the noise of the planes and their flight patterns. One resident of the Riverlea area said a plane was so low to the ground she could read the writing on the plane and see the pilot in the cockpit.

"Come to my house during Muirfield and then you'll find out what it is going to be like," said a resident about the level of noise she is expecting after the expansion.

Residents cited the inconsistency between the mission statement of the airport and its actual use. Hennen displayed advertisements in the phone book that called the airport the "corporate gateway to Columbus."

"The transformation into a corporate gateway is fundamentally wrong," Hennen said.

Some residents insisted use of the airport remain focused around the founding principals of education.

Additionally, Worthington City Council, Riverlea Village Council and residents continue to ask OSU to perform a single-event analysis.

"It's not the averages that wake us in the middle of the night. It is the single events," Hennen said.

Baeslack said such an analysis is not necessary and the environmental assessment that already had been conducted is sufficient to provide the necessary information needed for the noise study.

"Why are you so afraid of the (analysis)?" asked one local resident. "If we are all crazy and we're all wrong, then prove it to us."

The airport's 2004 master-plan update recommends four projects in the first phase of expansion. They are expected to extend the airport's north runway to a length of 6,000 feet; to close and remove the 14/32 runway; to add large community hangars on the south side of the airport; and to install a precision-approach instrument landing system for aircraft landing from the east.

Based on the timeline presented by Baeslack, a public hearing on the assessment is projected for January, and a presentation of the final environmental assessment and final master plan is scheduled for the OSU Board of Trustees to review in February. Possible action could be taken as early as March.
Ohio State Airport Advisory Committees to Meet

The Ohio State Airport Advisory Board and the Ohio State Airport Noise Advisory Committee, two newly appointed groups representing nearby communities, airport users and airport staff, will meet at 7 p.m. Thursday, Dec. 8 at the Ohio State Aeronautical and Astronautical Research Laboratory, 2300 West Case Road, according to William A. “Bud” Baeslack III, Dean of the College of Engineering.

The primary purpose of this initial joint meeting will be to inform the two groups about the Airport facility and operations, and provide an update on the status of activities related to the establishment of an effective airport noise complaint system and airport development. The purpose, goals and organization of the two groups will be discussed. Baeslack said the advisory board and noise advisory committee will be asked to review and make recommendations to the University Administration and Airport staff about the operations, capital improvements and development of the Ohio State Airport. These groups will also serve an important role in promoting effective communications between Ohio State, the Airport, and surrounding communities.

The advisory board members, appointed by Baeslack, represent the communities of Columbus, Worthington, Riverlea and Dublin; airport users including a personal aircraft owner, the corporate flight department, a student and a commercial (landside) operator; and one member each from the Columbus Regional Airport Authority, Mid-Ohio Regional Planning Commission, Northwest Civic Association, Columbus Flight Watch, WOOSE, an informal neighborhood organization, and the University.

The noise advisory committee members will represent the communities of Columbus, Worthington, Riverlea and Dublin; airport users including a personal aircraft owner and the corporate flight department; and MORPC, Northwest Civic Association, Columbus Flight Watch, WOOSE and the University. The purpose of this group will be to work with the Airport staff to fully optimize the Airport noise compatibility program.

The activities of both groups will be facilitated by Cathy Ferrari, recently-hired manager of external relations for the Ohio State Airport. Ferrari joined the airport after a 16-year career in corporate communications for American Electric Power. She will be responsible for working closely with the communities on airport issues and will manage a new state-of-the-art noise complaint system with a radar receiver and data collection system. The new systems are expected to be operating in early January.

###

A list of confirmed Advisory Board and Noise Advisory Committee members is attached.

-more-
Ohio State Airport Advisory Board
Affiliation and appointee

Columbus                        Mark Barbash
Columbus Flight Watch           Rosalie Bujarski
Columbus Reg. Airport Auth.     (to be determined)
Commercial Operator             Mike Reynolds, Thrifty Car Rental
Corporate Flight Dept.          Paul Spreng, Worthington Industries
Dublin                          Jane Brautigam
MORPC                           Ahmad Al-Akhras
Northwest Civic Assn.           Dwight Groce
Ohio State University           Robert Haverkamp
Personal Aircraft Owner         Wayne Williams
Riverlea                        Steve Mershon
Student                         Michael Elliot
Worthington                     Scott Whitlock
WOOSE                           Dennis Hennen

Ohio State Airport Noise Advisory Committee
Affiliation and appointee

Columbus                        Vince Papsidero
Columbus Flight Watch           Don Peters
Corporate Flight Department     (to be determined)
Dublin                          Paul Hammersmith
MORPC                           Chris Gawronski
Northwest Civic Assn.           Paul Baughman
Ohio State University           Mike St. Clair
Personal Aircraft Owner         Jay DuRivage
Riverlea                        Mary Jo Cusack
Worthington                     Cheryl Chandler
WOOSE                           Kim Nixon-Bell

###
Don Scott Airfield updated Master Plan is still in limbo

Due in part to internal changes at OSU, the Master Plan will not be submitted in March as expected.

By LYNDSEY TETER
Northwest Columbus News Reporter

The Ohio State University Airport Advisory Board and the public heard the history of the Don Scott Airfield Master Plan and postponed the submission of its recent updates at the board’s monthly meeting Thursday.

The master plan process for Don Scott Airfield began in 2000, but has remained in limbo partially because of internal changes at OSU, said Doug Hammon, airport director.

William “Bud” Baeslack, dean of OSU’s College of Engineering, said Thursday that a time has not been set to take the preliminary master plan before OSU’s board of trustees.

The plan was originally expected to be submitted in March, but that will be postponed until an unknown date, officials said.

“Frankly, we’re waiting to see how things go here,” Baeslack said.

The newly-formed advisory board consists of representatives from area civic associations and municipalities, airport users and regional authorities.

At the Jan. 17 meeting, attendees heard a presentation by Vince Papsidero, city planning administrator, on the broader concept of master planning. As a follow up, the group heard a description of the process leading up to the proposed master plan as it is today.

The process involved analyzing current uses for the 800 acres of airport space and gathering data to track historical activity, trends, and local socio-economic conditions.

Data determined student pilots and business jets are the fastest-growing segment of user groups, he said.

Hammon told the group that through the process, the airport would continue its ban on commercial air services.

“We recognize that Port Columbus can do their thing, and we’ll stick to what we do best,” he said.

The process exposed a need for a precision approach for arrivals from the east, additional hangar space, administrative buildings and parking, among other issues.

In the draft plan, the north runway is extended as the primary runway. An extended runway will require less power to climb out, he said.

The cross-wind runway is removed in the draft plan.

No Federal Aviation Administration funding can be used without the passage of a master plan, Hammon said.

Baeslack asked if any attendees took issue with a $1 million proposal to repave a taxiway and grassy tie-down area.

“(The aircrafts) were getting stuck in the mud and it was doing damage to the planes,” Hammon said.

The paving project will go before the OSU Board of Trustees at its March meeting with an estimated June 1 starting date, Baeslack said.

Finally, members discussed briefly the Northwest Area Plan as proposed by the City of Columbus.

Residents raised issues of timing.

The Northwest Area master plan will be finished long before the airport master plan, said Cathi Ferrari, the airport’s external relations manager.

Because of that, plans may not coordinate initially, said Mark Barbash, Columbus development director.
OSU might transfer airport land to the state

The university listed land outside of the airport incorrectly, therefore subjecting it to FAA regulations.

By LYNDSEY TETER
Northwest Columbus News Reporter

A move by the Ohio State University to consolidate land titles within the airport boundaries has upset some northwest area neighbors.

At its monthly meeting Friday, the OSU Board of Trustees discussed a resolution that would transfer some 60 acres of property from the OSU Board of Trustees to the State of Ohio.

The university owns land inside and outside the airport boundary, said Robert Haverkamp, assistant vice president for business and finance for the university.

The university mistakenly listed acreage outside the boundary as part of the airport property, therefore subjecting the land to Federal Aviation Administration regulations.

To free up those parcels from regulation, the FAA has asked that all land inside the airport be titled to the State of Ohio.

“This doesn’t mean we’re going to see a for sale sign up tomorrow,” Haverkamp said.

During the draft of the 1992 Master Plan, a similar planning process involved the community, and he said he expects a similar process for the drafting of the Master Plan currently proposed by the university.
LAND
Continued from Page 1A

Prior to any new development on university-owned land outside the airport boundaries, "first we need to deal with issues at airport," including noise and completing work on the Master Plan, Haverkamp said. The discussion has brought negative response from area civic leaders.

Dennis Hennet, president of We Oppose Ohio State Airport Expansion, said the land transfer is not only leaving the door open for future airport expansion, but it assumes expansion is imminent.

"It pulls back the northern borders but makes no changes from east to west" for future expansion, he said. "This message is inconsistent."

President Bill Schuck warned Northwest Civic Association members at the March meeting that the board may re-evaluate its position in support of the airport Master Plan "relatively quickly." The board supported the 1992 plan. However, that support may not be maintained for this Master Plan.

Some said the shifting of titles to various parcels of land at the airport and adjacent to the airport is preparatory to adoption of the proposed Master Plan - which includes expansion of north runway, Schuck said.

OSU's draft Master Plan recommends doubling the length of the airport's north runway and adding additional jet hangars to meet the demands of corporate customers. Following negative public outcry, William "Bud" Birkhahn, the airport's faculty representative, announced in July that expansion decisions would be delayed.

Since then, the university has formed several community advisory committees that are meeting monthly to discuss noise and other issues.

The university is also currently installing a radar-based noise-complaint tracking system to better respond to complaints.

But presenting changes that detail the delayed Master Plan proves the university is only placating the public, said one northwest area resident.

"I feel like I've been lied to," said Paul Dorothy, a Northwest Civic Association trustee.

The Board of Trustees will vote on the land title transfers at its April meeting, and the changes will then be subject to approval by the State Controlling Board.
OSU rep: WOOSE allegations may be unfounded

By LYNDSEY TETER
Northwest Columbus News Reporter

A group critical of the Ohio State University airport recently released a negative 91-page document about the airport on its Web site, woose.org, and the university has had little to say in response.

WOOSE, whose name stands for We Oppose Ohio State Airport Expansion, released a report July 5 that chides the university for failing to operate the airport without a business plan, for being poor stewards of university land and for wasting their neighbors' time and resources, among other things.

Cathy Ferrari, external relations director for the airport, said she was just getting a chance to look at the report on Monday after returning from vacation.

"The university has not reviewed the report in detail. However, after preliminary analysis, we are concerned that many of statements and assertions are inaccurate, misleading or irrelevant," Ferrari said, adding that she believes the report may contain many unfounded allegations.

Ferrari spoke with William "Bud" Baeslack III, dean of OSU's College of Engineering, Airport Director Doug Hammon and Robert Haverkamp, assistant vice president for business and finance for the university, before commenting.

The top criticism in the report states that the airport, "one of the busiest in the state, has operated without an approved business plan since it went public in 1959."

Ferrari said the university has a strategic plan, a five-year budget and "all sorts of documents that guide our operations, including a capital improvements plan."

Worthington resident Ed Lentz, who co-
OSU

Continued from Page 1A

authored the report with John O’Keeffe, said Volume II of the report considers the implications of OSU’s broader plan for the entire Don Scott Field area surrounding the airport. The report states that Don Scott field properties have lost $6.8 million in market value over three years, with some parcels losing more than 30 percent of their value.

“...developed by people concerned by the airport, but by Ohio taxpayers concerned about the stewardship of a state-funded university,” said Dennis Hennen, president of WOOS, and a member of the airport advisory board.

The university said such allegations are unclear. “We don’t even know what they are defining as property,” Ferrari said. University officials have not yet determined whether they will respond further to the report and, if so, in what detail.

“We haven’t decided if it’s worth our time,” Ferrari said. “We want to continue to focus on working through noise issues with neighboring communities.”

The university has made strides toward reducing noise over neighboring communities, particularly during nighttime hours, Ferrari said. Installation of an aircraft tracking system that will allow the university to “monitor air activity around the airport and provide detailed information to citizens” is expected sometime this month.

The first volume of the WOOS report, released in February 2005, received no response from OSU. Hennen said, although “we hope the issues raised here will be seriously considered and perhaps discussed at future airport advisory meetings.”

The next meeting of both the airport advisory board and the noise committee will be at 7 p.m. Thursday at the Aeronautical and Astronautical Research Lab, 2300 W. Case Road.

The WOOS report is not on the agenda, Ferrari said, although the airport will receive an update on installation of the aircraft tracking system and an update on the Part 150 study. Bill Habig, a former director of the Mid-Ohio Regional Planning Commission and vice chairman of both committees, will report on recommendations for the committees as the groups go forward.

The airport advisory board and the noise committee will meet at 7 p.m. Thursday at the Aeronautical and Astronautical Research Lab, 2300 W. Case Road.

Habig was asked by Baeslack to re-evaluate the groups’ structures and progress and is expected to recommend a consolidation.
Restructuring may be in order for two airport groups

By LYNDSEY TETER
Northwest Columbus News Reporter

Although they formed less than a year ago, two neighborhood advisory groups to the Ohio State University Airport are looking a bit too similar to the dean who commissioned them.
William "Bud" Baeslack, dean of engineering, said at last week's joint meeting of the airport advisory board and noise committee that since their formation in December, the two groups hadn't become what he'd envisioned.
"The two boards were created to be responsive to noise issues," Baeslack told the group.
The noise committee was commissioned to get more into

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Continued from Page 1A

the technical nuts and bolts of the noise problems, while the advisory board would look at broader, more general issues.
"The committees started looking at a lot of the same issues and don't look as different as I'd hoped," he said, telling the groups their time was valuable and that his goal was to run more efficiently.
The speech prefaced a recommendation by Bill Habig, vice-chair on both committees, who suggested the noise committee should be consolidated into the advisory board.
Baeslack asked Habig, a former director of the Mid-Ohio Regional Planning Commission, to re-evaluate the groups' structures and progress.
The advisory committee member would become the main member, and the noise committee representative would serve as an alternate, Habig said.
Bill Schuck, president of the Northwest Civic Association, asked what sort of capacity the alternative member would serve and Baeslack said airport officials will consider the comments and come forward with a more formal proposal.
"As we have gone on, I feel the committees roles have become less clear," and that there has been a failure to adhere to the bodies to their original purpose," said Worthington advisory board representative Scott Whitlock.
"Agendas have been mushed together," said Kim Nixon Bell, a WOOSE representative on the noise committee. "We need to keep both boards and get them back on track.

Hoisting up one committee over the other is inappropriate, said noise committee member and Riverlea Mayor Mary Jo Cusack, who suggested that one committee retain all of 30-plus members.
"Other representatives said the current structure is overkill.
"A smaller group can accomplish much more," said Angela Newland, Columbus Regional Airport Authority representative.
Others agreed, saying that the committee exercise was exploratory, and that members should be open to a smaller and better group.

In other news

Airport officials said necessary sensors had been installed and that the new noise tracking system would be in place for the first week of August.
Baeslack told the group he anticipates approval for a Part 150 noise study from university authorities that a newly-merged advisory board could begin serving in the planning capacity for the two- to three-year process.
Don Scott Airport

Small aircraft traffic to increase on north runway

Small aircraft will use the north runway in the coming weeks due to paving on the south runway.

By LYNDSEY TETER
Northwest Columbus News Reporter

For the next three or four weeks, residents at either end of the north runway of Don Scott Airport might notice an increase in small aircraft traffic over their homes, airport officials said.

The Ohio State University airport will begin pavement work on a taxiway leading to the south runway during the week of Aug. 21, resulting in a temporary shift of small aircraft to the north runway.

"The south runway will be a little more difficult to maneuver, so we will be moving all the smaller aircraft to the north runway," said Cathy Ferrari, external relations for the airport.

The south runway will continue to handle larger aircraft, including jets and turbo-props, but will otherwise have limited use for approximately three to four weeks, officials said.

"At the same time, we will drastically reduce the number of practice take-offs and landings, which are typically done on the north runway," Airport Director Doug Hammond said in a news release.

The project is part of an Federal Aviation Administration-approved three-year capital improvements plan to rehabilitate the runways and taxiways and install new lighting.

The airport is in its third year of the maintenance plan, Ferrari said.

The airport is also adding more security fences and gates during this period. That work will go on simultaneously.

The improvements are separate from expansion plans put on hold last summer until noise issues were addressed with the airport neighbors.

"There will be nothing added or subtracted from the south runway," Ferrari said. "This is just repaving."
Airport Welcomes

Mission:
Columbus, Ohio

Airport:
Don Scott Field (OSU)

Dates:
September 14, 2006
Arrival/ Media Day
September 15-17, 2006
Ground Tours & Flight Experience

MISSION COST: (PRE-STOP BOOKING PRICES)
$359 per person (EAA Member)
$399 per person (non-Member)

WALKUP PRICES
$385 EAA Member
$425 Non-EAA Member

Daily Ground Tours:
Held after flight operations have stopped for the day.
Adults: $6, Students: $5, WWII Veterans FREE
Children under 8 (accompanied by adult) FREE
$10 per family (adults & children under 18)
Special group rates are made available for schools and large
tours. Limited availability. Please call for group reservations.
All dates and times are tentative and subject to
change due to weather or other causes.

Call 800-359-6217
for reservations and inquiries
Visit the B-17 website at www.b17.org
e-mail: b17@eaa.org

EAA’s B-17 bomber “Aluminum Overcast” is an example of the American heavy bomber that helped turn
the tide of battle in World War II. You can see and tour this historic airplane — and actually fly a mission!

Thrifty Car Rental
614.237.5800

Barnstormer~Subway
Michael Johnson, Operator
614.292.5699
• Repair work to the west end of taxiway Alpha, as well as the grass tie-down area west of the main ramp continues. Also, check www.osuairport.org for more details.

• The Youth Aviation Adventure held semi-annually at the Airport had an excellent write-up in the August 2006 issue of EAA Sport Aviation Magazine.

• The NDB approach is being removed from the approach plates, effective 9/28/06. This is not a decommissioning.

• The Airport completed its annual FAA Pt. 139 Certification/Safety Inspection, and once again, passed with no discrepancies.

• Aviation Resource Group International, a leader in aviation advising, recently released its "Airport Journals' Top 100 GA Airports" list for 2005. The Ohio State University is currently ranked 88, having moved up two spots from 2004. The airport was compared to all 2,818 general aviation and reliever facilities nationwide, and is the only Ohio airport to make the current list. Airport Journals' listing is based on total itinerant general aviation operations for each airport, as noted in the FAA's Air Traffic Activity Data System. According to Aviation Resources Group, this list is designed to highlight those GA facilities that are "taking the forefront in supporting and developing the infrastructure for business aviation"
Golf Ball Game
Three different color schemes to choose from.
$24.99
www.osuairport.org/pilotshop

The Pilot Shop, located in the terminal, is open 0630-2300, seven
days a week.

MEET THE STAFF
Do you ever wonder who the person was who fueled your aircraft, processed your monthly payment, generated your statement or plowed the snow? Each month you can “Meet the Staff” here.

Rocky Nutter
Airport Maintenance

Rocky recently joined the airport’s staff and has been with us for almost two months. Although he has been with us a short while, he brings a vast knowledge of FAR Part 107: Airport Security.

Rocky is married to wife, Gail and has two children Liz and Kyle; and when they have time off together and their schedules permit, you can find the Nutter family camping in their R.V.

In his spare time and when not camping, Rocky enjoys photography, target shooting, and ATV riding.

Bill Mercier
Aircraft Maintenance

Bill Mercier began working in the Aircraft Maintenance/Parts Departments at The Ohio State University Airport in April of this year. He works here part time while he is working on his Aviation and Political Science degrees at The Ohio State University.

Bill is a huge Buckeye football fan, and also roots for the New York Yankees baseball team, New York Rangers and Columbus Blue Jackets hockey teams, and the New Zealand All Blacks rugby team.

Bill also enjoys volunteering his time to help others. Aside from regularly volunteering at St. Agatha Catholic Church, Bill has volunteered many hours to the Boy Scouts of America, Riverside Methodist Hospital, and COSI to name a few places, and is also in the COSI volunteer Hall of Fame.
SUCCESS!

"Most successful Columbus Chamber of Commerce Business AfterHours event - thanks to the OSU Airport!"
~ Gary Sweet Columbus Chamber Vice President
Taxiing To and From Runways

The process of getting to and from a runway has become increasingly complex. This is mainly due to the increase in number of aircraft, takeoff times being held more closely to a set schedule, and all the varied combinations of weather, time of day, aircraft type, and language usage, to name a few. While flightcrew experience is gained during actual ground operations, a more defined and determined approach to training flightcrews is seen as beneficial to both the safety and efficiency regarding operations to and from the runway. Training procedures for airport surface operations should be seen as an integral part of an operator's overall ground and flight training programs.

You should plan airport surface movement the same way you plan for other phases of your flight. Airport diagrams are one of the tools that you can use for this planning - they provide the layout of the airport, names of runways and taxiways, and show the location of major facilities on the airfield, which typically include the terminal(s), hangars, ramps, control tower (if applicable) and the fire station. You can use these diagrams to chart your anticipated taxi route and to review the taxi instructions once you receive them from ATC.

- Airport diagrams can be obtained from various sources, including:
  - FAA's National Aeronautical Charting Office (NACO)
  - Airport/Facility Directory (A/FD)
  - Instrument Approach Plates (IAP)
  - Direct User Access Terminal Service (DUATS)

Pilots can become disoriented on the airfield for many reasons including poor visibility or distractions in the cockpit. If you become disoriented on the airfield, your first concern must be clearing any runway. Once your aircraft is stopped, the next step is to contact ATC and advise them of your situation. By providing ATC with information about your position such as signs, markings, and landmarks, they can help you determine your location and provide revised taxi instructions to get you to your destination on the airfield.

If you want more detailed taxi instructions because of visibility conditions, as a personal preference, or for any other reason, you can request progressive taxi instructions from ATC. When providing you with progressive taxi instructions, ATC will take you "step-by-step" through your taxi route. This should ensure you do not cross any taxiways or runways until they are clear for you to cross.

If you have been issues "taxi to" instructions from ATC, you may cross intersecting runways and taxiways as you taxi to your destination on the airfield, provided you did not receive instructions from ATC to "hold short" of any of them. Even though it is an approved procedure to cross these runways and taxiways without explicit permission from the tower, many pilots feel uneasy doing so and prefer more guidance. Requesting progressive instructions may make you feel sure that you do have permission to cross them. Even when you are cleared to cross, scan the full length of the runway and the approaches before entering or crossing any runway.

Taxi operations require constant vigilance on the part of the entire flightcrew. Each flight crewmember needs to be continually aware of the movement and location of other aircraft and ground vehicles. Taxi operations require the same planning, coordination, and proper execution as other phases of flight operations. Sterile cockpit discipline is always appropriate while taxiing, even under normal weather conditions.
Crossing Runways Quiz

1. You are landing runway 9L and are instructed to make a right turn at the end onto taxiway Charlie and taxi into park while monitoring ground. You:
   A. Clear at the end as instructed and hold short of runway 14/32 and request permission from ground to cross
   B. Clear at the end, cross the hold short of runway 27L at Charlie, yet hold short of the runway edge line, then request from ground to cross into park
   C. Clear at the end and stop, contact ground and request to taxi into park
   D. Clear at the end and cross all runways while monitoring ground into park

2. You are on the ramp on the south side of the airport and are instructed by ground to taxi to runway 27L. You:
   A. Taxi via taxiway alpha holding short of the runway 32 approach zone, requesting permission to cross
   B. Taxi via taxiway alpha holding short of the second set of hold short bars for the runway 32 approach zone
   C. Taxi via taxiway alpha turning on to taxiway delta and holding short of runway 27L
   D. Taxi via taxiway alpha to runway 27L crossing all runways, and either pull into the run up area or up to the hold short bar for runway 27L, and switch to tower frequency when you are ready to depart

3. You are landing runway 27R and are instructed to make a left turn onto runway 14 then make a right onto runway 23 and taxi into park while monitoring ground control frequency. You:
   A. Make a left turn onto runway 14 then a right turn onto taxiway Charlie and contact ground
   B. Make a left turn onto runway 14 then a right turn onto runway 23 then a left turn onto taxiway hotel then a right turn onto taxiway Charlie then into park, all the while not talking to anyone
   C. Make a left turn onto runway 14 then a right turn onto 23, cross the hold short for runway 27L on runway 23, hold at the runway edge and request from tower permission to cross the runway into park
   D. Make a left turn at the end onto taxiway echo and sit there waiting to be told what to do
   E. None of the above

Answers: D, D, E

THE BARNSTORMER

SUBWAY

SUMMER HOURS
Monday-Friday 1030-1500
Saturday/Sunday CLOSED
Dedication common thread in successful pilots

“The desire to fly is something pilots are born with,” said Ed Hardick, Assistant Chief Flight Instructor at The Ohio State University Flight School. Ed came to OSU eight years ago to begin instructing student pilots. Even people who gain a pilot’s license much later in life will admit that they have had a passion for aviation since they were young.

Often when an aspiring pilot begins training, he or she may be expecting that only “stick and rudder” skills are necessary. “It takes lots of dedication and training to learn all this,” said Hardick, of the Part 141 flight school. The “Part 141” refers to a section of the Federal Aviation Regulations that sets many of the Flight School rules. As a result of diligent training, student pilots acquire safety skills that will be used throughout their aviation career. “No matter what’s going on, students know that safety comes first,” said Hardick.

Under the direction of flight instructors like Hardick, or Chief Flight Instructor Candi Roby, students in the flight school must demonstrate adequate knowledge and skill before obtaining a passing mark on required tests. Conveniently for students, the OSU Flight School has the only written testing center in central Ohio. Students enrolled in programs nearby must travel to OSU or another approved testing facility. The written test is followed by a practical exam involving aircraft inspection as well as actual flying.

Ed stressed that OSU flight school is “dedicated, everyday training.” Students are assigned a timeslot at the beginning of each quarter and fly everyday at that time, weather permitting. Spring and summer carry more flying time due to longer periods of daylight. Many students graduate from the program with approximately 300 flight hours. Students often become flight instructors upon graduation, acquiring many additional flight hours, thus making them more attractive to airlines and other employers.

When asked about pride in the program, Ed commented that the quality of the OSU Flight School is “definitely top-notch.” Ohio State is proud to have one of the best flight schools in the country. Students majoring in aviation do so through The College of Engineering, The Fisher College of Business, of through The College of Arts and Sciences. Concentrations include Aircraft Systems and Aviation Management.

Many students not pursuing aviation degrees find a minor in aviation the perfect supplement to many majors. The OSU Flight School is aware that a pilot’s license is an invaluable tool in today’s job market. Because of this, any OSU student, regardless of area of study, may enroll in the flight school. Those interested in learning more about what the flight school has to offer may call 614.292.5614.

~Contributed by Stephanie Boyer - Student, External Relations
Young Eagles: August 26th, 2006 Report

The first thing many noticed as they came in was the new sign directing them to our area from the entrance drive to the airport.

MARTIN CAMPBELL did this for us gratis. Thanks, Martin. I expect we’ll see Martin at future Young Eagles rallies and at chapter events.

The ground support personnel included:

LOGAN WEST
JANICE LEFFLER
ALAN EDMONDS
DON MORGAN
CHUCK CONFAR: Chuck is new to the crew and is an enthusiastic worker. He is a student pilot having soloed. Like the other members of this crew I think we’ll see him often.

Our pilot volunteers with the number of youth flown are:

DICK WETHERALD - 14
RICK HUNT - 20
WAYNE WILLIAMS - 8
BOB LEFFLER - 21

That’s a total of 63 youth having a wonderful experience! The pilots too are volunteers essential to make the program possible. Thanks to all of the volunteers!

Our next event is working for the Aluminum Overcast, a restored B-17 Flying Fortress. We won’t fly any youth during that event but will set up and many will work in support of that event. It will arrive September 14 and depart September 18 with the Friday, Saturday, and Sunday dates conducting tours and flights.

On September 30 we’ll go to the Madison County Airport for a Young Eagles Rally, 10-2. I believe it will be the first time for a rally there.

We’ve still got enough fun to share with more volunteers. Consider coming out to share the camaraderie and enjoy seeing the youth as they experience their ride.

More information about the program can be found at www.youngeagles.org and at the Young Eagles button on www.eaa9.org where you’ll find the requirements, brochure, schedule, and a registration form.

~Contributed by Chuck Hoisington - Young Eagles Coordinator, Alan Harding - EAA Chapter 9 President
YOUTH PROGRAMS

* ATTENTION PARENTS *

October 13th - 15th

The weekend of October 13-15 will be a “Youthful” experience here at the airport. Youth from central Ohio will have a chance to experience first hand this industry we call Aviation, through participation in part of four concurrent events.

The Boy Scouts of America, Simon Kenton Council, Buckeye District is holding the annual fall camporee at the airport. Beginning Friday evening and running through Sunday noon, scouts and scouters will participate in program activities such as: watch wind tunnel/aerodynamics demonstrations, pre-flight an airplane, build ping pong ball rockets, discover r/e modeling, visit flight simulators, ride hovercraft, and a chance to talk to industry professionals to name a few. The scouts will actually pitch their tents in the fields on the east end of the airport for the event.

Youth Aviation Adventure will be hosting their biannual program. YAA is a program that introduces young people between the ages of 12 and 18, to all facets of Aviation. The five-hour program is divided into eight stations where the participants discuss aerodynamics, preflight inspection, aviation careers, propulsion systems, aviation 101 (a general introduction to the world of flight), airport operations, aircraft instruments, and airport firefighting equipment. Participants move from station to station in a fast-paced, information filled morning, which features actual aircraft, airport fire fighting equipment and quality instructional materials. Completing this program earns the Boy Scout or Girl Scout the respective merit badge for their program.

The E.A.A. will be sponsoring their Young Eagles Program. Young Eagle Rallies provide free introductory flights to young people ages 8 to 17 years of age. The goal this weekend to get every scout a flight if he/she wants to take a ride in an airplane. If you are a pilot and could assist in this endeavor, please contact Chuck Hoisington at chuck@choisington.com 614.888.0885.

B.S.A. Explorer Post 2009 will be hosting an open house on Saturday, October 14. Aviation Exploring is a worksite-based program for young men and women who have completed the eighth grade and are between 14 – 21 years of age. Aviation Explorer posts help youth gain insight into a variety of programs that offer hands-on career activities. For young men and women who are interested in careers in the field of aviation, exploring offers experimental learning with lots of fun-filled, hands-on activities that promote the growth and development of adolescent youth. Aviation Explorer posts also help youth attain their Career Achievement Award. They are sponsored by EAA Chapter 9 and the OSU Airport.

If you have any questions about events of this weekend, or would like to give a helping hand with an event, please contact Dale Gelter at dgelter@osuairport.org or 614.292.5453 for more information.

~Contributed by Dale Gelter - Airport Facilities Manager~
The Ohio State University Aviation Alumni Society

Football Tailgate Party:
- Saturday, September 16, 2006
- Ohio State vs. Cincinnati
- Vicinity of the Fawcett Center Parking Lot
- Game Time is 12:00 Noon (Come early and tailgate with us!)
ATTENTION!!
ADVERTISING OPPORTUNITY

Do you have a product or business that you would like all of your fellow aviation enthusiasts to be aware of? We would like to offer advertising opportunities within The Ohio State University Airport’s Newsletter.

Our circulation reaches hundreds of people every month! For instance, every month a copy of this newsletter is mailed to every tenant and several hundred people receive it through an email notification. The newsletter is also posted the entire month and archived on our website, www.osuairport.org. Please contact Mike Eppley at 614.292.3592 or meppley@osuairport.org for more information.

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Football Bus

Do you hate to walk after parking so far away from Ohio Stadium? Park at the airport for FREE!!!

Enjoy the sights as you ride to the stadium for all HOME games from The Ohio State University Airport located in Northwest Columbus.

The bus leaves from the airport 1 ½ hours before kickoff and will drop you off at Ohio Stadium.

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Bus Ticket Prices (per person):

$10 Round Trip

$7 One Way

After the game, the bus departs from Ohio Stadium and returns you to the airport where you can spend a little time observing aircraft arriving and departing from our observation tower.

* To utilize this service, arrive at The Ohio State University Airport's Customer Service Desk at least an hour and a half before game time to purchase tickets.

Let's Go Bucks!
In the heart of it all

The airport's location near I-270 and SR 315 makes it very convenient to most Columbus businesses and organizations. We are only minutes from many points of interest, including Columbus City Center and Convention Center, the State Capitol, Ohio State campus, Columbus Zoo, Muirfield Village Golf Club, and Polaris.

Resources of a major university

Operating as the exclusive FBO of the airport, Ohio State ensures that you will find the highest quality personnel and service. The airport is involved in shaping the latest research and technologies in aviation and is home of the university's Flight Education program, as well as the State of Ohio's Office of Aviation, many of central Ohio's premier corporate flight departments, and some of the city's largest flying clubs.

Experience the service and convenience of Ohio's #1 corporate airport

If you would like more information about The Ohio State University Airport, or if you have specific questions, please contact us at:

2160 West Case Road
Columbus, OH 43235-2526

Phone: (614) 292-5580 or 1-800-777-5488
Fax: (614) 292-5020

The Ohio State University Airport
Columbus, Ohio
The Ohio State University Airport combines the best of all worlds: a modern, all-weather General Aviation Facility with the expertise of Ohio State personnel and the experience of serving business aircraft users. Hosting 140,000 takeoffs and landings a year, the airport is the third busiest in Ohio. We are conveniently located just a few miles northwest of downtown Columbus and the main campus of the university.

Services you expect

Pilots will find all the services they need at The Ohio State University Airport, including:
- AVGAS and JET A aviation fuels (single point or over wing)
- Lavatory service
- Crew car
- Major and minor airframe and engine services and repairs
- Hangar and tie down services
- Winter season services (engine preheating and de-icing in hangars)

Rentals cars are also available on site; reservations are recommended. You can reach our customer service representatives at (614) 292-5550, 1-800-777-5468, or 122.95 MHz (Ohio State Unicom) to make hotel reservations, catering or taxis requests, or simply to announce a need for a quick turn.

Modern facilities

The Ohio State University Airport is a well maintained facility with a pilot lounge, flight planning facilities, and pilot supplies (including VFR and IFR charts). The Barnstormer Restaurant serves breakfast and lunch in an aviation setting.

A Part 139 certificated facility, the airport meets the latest standards for lighting and markings and is supported with dedicated state-of-the-art erasable/rescue equipment staffed by Columbus city firefighters. Our snow control program is supported by well-trained personnel using reliable, modern equipment.

Information when you need it

An FAA air traffic control tower is in operation daily from 7 a.m. to 11 p.m. Instrument approaches include ILS, NDB, LOBAN, GPS, and RNAV. An ATIS is in operation concurrent with the tower and an AWOS provides real time information when the tower is closed. AWOS information is available 24 hours by calling (614) 292-5550.
NetJets donates quartet of planes to Ohio State airport

Pilots-in-training at the company will practice at Ohio State as part of the deal.

By DONAVON CAMPBELL

The Ohio State University Airport soon will receive a boost to its training aircraft fleet.

Columbus-based NetJets Inc., which provides private jet flights to businesses and individuals, announced Sept. 11 that it would donate four training aircraft to Ohio State.

The donation of the planes is part of a burgeoning collaboration between the two entities, said Ohio State University Airport Director Doug Hammon.

As part of the deal, NetJets employees who aren’t yet pilots will be allowed to take flying lessons at the OSU Airport while Ohio State students will benefit from the addition of the four aircraft to the training fleet.

The donation includes three Cessna 172s, the traditional, single-propeller, high-winged four-seaters that many flight students use to start their training.

The fourth plane, a Cessna 310, is a low-wing, two-propeller plane that is slightly larger than the four-seaters and is used in multi-engine training.

“They’re pretty standard equipment for when you’re learning to fly,” said OSU Airport External Relations Manager Cathy Ferrer.

The planes have a total value of more than $400,000, according to a joint press release.

Hammon said the four planes are a welcome addition to the airport’s current 16-plane fleet.

“We have a little more flexibility now that those other aircraft are coming in,” said Hammon. “It’s also giving us an option to look at some of our older aircraft to see if it is time to take them out of rotation.”

Hammon said he does not expect the influx of NetJets employees now using the OSU Airport to affect daily operations much.

He said he believes most of them will take lessons in the evenings and on Saturdays.

“Those people have to work,” said Hammon. “They have a certain set (of their employees) that are more interested in training.

“I don’t see it changing anything (at the OSU Airport).”

NetJets has offered flight training to employees for years at its headquarters at Port Columbus International Airport.

NetJets officials were unable to be reached for comment; however, Daniel Rosenthal, spokesman for NetJets, expressed in a press release the company’s excitement to continue its employee flight training program through a partnership with Ohio State.

NetJets still will operate out of Port Columbus, Hammon said.

“It’s kind of what they’re doing already,” said Hammon. “They’ll still be (at Port Columbus).

“They’ll be doing their thing there and we’ll be here doing ours.”

Hammon added that area residents needn’t worry about anyone training on jets at the OSU Airport.

“Jet training will stay over there where it should be,” said Hammon.

The collaboration stems from a decision in March by NetJets to remain based in Columbus and even expand, Hammon said.

He said the university and NetJets could work together in other aspects such as job opportunities within the company for graduates and internships for current students.

“We are excited (about the partnership),” said Hammon, who added that, as a Columbus-based company, NetJets already has a history of hiring graduates from the Ohio State University Flight Education Program.

“It almost seems like a natural progression,” said Hammon. “You’ll probably see other things come from the partnership.

“There is going to be a lot more coming out of it than just the flight training aspect,” he said. “We’re a small piece of something that should be much larger.”
OSU runway expansion could reduce din

The expansion would allow the airport to shift student flights to an area less affected by the noise, officials said.

By DONAVON CAMPBELL

Ohio State University Airport officials say expansion of the north runway might lead to less noise for their neighbors.

Officials from Environmental Science Associates, a consulting firm specializing in the impact of airports on their surrounding environments, presented a list of 21 possible noise-abatement procedures to the public during an open house at the airport Oct. 27.

The abatement procedures are the most recent step of a nearly two-year Part 150 Noise Study during which the firm collected data and testimonials from neighbors.

Airport Director Doug Hammon said there are a number of ways an extended north runway could alleviate noise issues.

"We've said all along that, in addition to the safety issues, expansion of the runway will actually reduce noise," Hammon said.

Hammon explained the expansion, which is still likely five years off, would give the airport more options for their landing system, allow for spreading out traffic over the two runways, and could make it possible to shift student flights south to a route above the Bethel Road corridor - a commercial area that would be less affected by the noise.

The Part 150 study, which was performed by the consulting firm Reynolds, Smith and Hill - Environmental Science Associates is a subconsultant to RS&H - was undertaken to find out how much impact a 3,000-foot expansion of the north runway to 6,000 feet would have on the surrounding area.

The expansion would shift current traffic and allow for more corporate jets to use the facility.

The voluntary study is the first part of the procedure to receive FAA approval and would make the OSU Airport eligible to receive federal funding.

ESA officials announced at an open house in April 2008 their study showed noise impact off airport property was acceptable by FAA standards.

Still, the study and its results have not been without their detractors.

Jane Weislogel, vice president of WOOSE, a local organization that opposes airport expansion, also served on both the Part 150 Committee and the Technical Committee and has said the issue is with both the accuracy of the study and the fact that noise exposure already is an issue without an expansion of the north runway.

The airport does not properly investigate all of the complaints that come into the system, said Weislogel, adding planes regularly fly over Worthington's historic downtown area, but complaints logged away from the complainant's home are not considered.

Steve Alverson of ESA explained 41 procedures were considered, but many were eliminated because they were not applicable.

The procedures are broken down into three categories: operational, land-use alternatives and administrative measures.

The operational options include changes to either aircraft or ground operations at the airport; land-use alternatives include possibilities such as land acquisition and zoning changes around the airport; and administrative alternatives include changes in airport policy that likely would need FAA approval.

Alverson said public testimony will be collected until Dec. 1 and added to the report presented to the Ohio State University administration for consideration.

"The main thing we wanted to do was to be thorough," Alverson said. "To sort of go beyond the typical Part 150 study to make sure the airport users and neighbors can feel comfortable with the results ... and we feel we've done that."

Hammon said procedures that must go through the FAA likely will not be approved until 2011, but other options, once approved by OSU, could be instituted in the meantime.

To find out more or to add comments to the report, visit osuairportpart150.com. To learn more about opposition to the expansion, visit the WOOSE Web site, woose.org.
Ohio State to pay $45,000 for plane destroyed by derecho at Don Scott

By Collin Binkley

Ohio State University has agreed to pay two local sky-diving companies $45,000 after their airplane was destroyed at Don Scott Field during a 2012 storm.

The two Pickerington-based companies sued Ohio State, saying that the university airport's workers failed to properly secure the plane before a derecho storm that sent severe wind through the region.

Jump Planes owned the 1963 Cessna and leased it to Skydiving Columbus, which provides sky-diving instruction.

OSU officials declined to comment. Calls to the companies weren't returned.

Workers from Skydive Columbus landed the airplane at the Northwest Side airport on June 29, as the storm was brewing, and agreed to pay OSU workers to tie it down, according to the suit. The airport crew tied ropes around the wings and tail of the plane, securing it to the ground.

But during the storm, knots tying the plane to the ground failed, and the airplane flipped, causing irreparable damage, the lawsuit says.

The companies said in their suit that they were left with no airplane for two months, causing them to lose $125,000. They demanded that much from Ohio State in the lawsuit.

In court records, OSU officials admitted that the airplane flipped during the storm but denied that Ohio State was responsible for the damage.

A pilot from the sky-diving company had helped tie down the airplane, lawyers for Ohio State wrote. They also said that the airport "follows the appropriate standard of care for proper knot-tying."

Last week, all sides reached a settlement that would split $45,000 between the two companies. Ohio State will cover $10,000 and its insurer will provide the rest, according to the agreement.

The Ohio Court of Claims approved the agreement on Monday.

cbinkley@dispatch.com

@cbinkley
OHIO STATE UNIVERSITY AIRPORT

The Ohio State University Airport has been partnering with the community to expand opportunities for citizens of Ohio since 1942 with service to Columbus area industry, a learning lab for future professionals, and a core facility for university research.

AIRPORT SERVES AS AN ACADEMIC AND PUBLIC RESOURCE

The Ohio State University Airport (KOSU) is essential to the core university mission of educating students. It is the primary teaching and research laboratory serving the Center for Aviation Studies, as well as other departments throughout the university.

Equipped with an aircraft fleet, flight simulators, air traffic control, weather station, and communications and navigation systems, The Ohio State Airport hosts numerous aviation and non-aviation classwork and research projects.

Each semester upwards of 300 students are learning airport management or airport planning, enrolled in a flight lab or associated ground course, or participating in a professional development course at the airport. The airport is a generator of teaching positions and research grants. It is also a study area for students in aeronautical engineering, civil engineering, city and regional planning, industrial design, geography, and chemistry who utilize the facility to enhance their programs of study. It is one of Ohio State’s engaged campuses, opening doors to the “American Dream” for over 2,000 Ohio school-aged children each year, including many from central Ohio’s at-risk populations.

MISSION STATEMENT

The Ohio State University Airport serves the university’s learning, discovery, and engagement initiatives.

The airport provides a progressive environment conducive to teaching, research, and public service.

Students seeking to lead, develop, and operate tomorrow’s safe and efficient global aviation system use the airport as a learning laboratory through student jobs and internships. The airport explores and implements progressive concepts for airport services and facilities.

The airport staff operates and manages superior facilities and associated aeronautical services for the global aviation community in a manner that is compatible with, and supportive of, the surrounding community.

VISION STATEMENT

The Ohio State University Airport is a premier gateway serving the global aviation community.

Airport leaders establish the highest standards in services and facilities supporting education, research, and its customers.

OHIO STATE’S AVIATION PAST

Just 14 years after the Wright Brothers first flight, the Ohio State School of Aeronautics opened May 12, 1917, when 16 cadets reported. The cadets built aircraft in the aeronautics building, located at the southeast corner of West 19th Avenue and Neil Avenue. The planes would then be rolled down the hill to the field just east of the Olentangy River, where flight tests and training would ensue. Unfortunately, this arrangement was short-lived, with the opening of Ohio Stadium in 1922.

In June 1942, the university purchased property for the development of an airport in support of its pilot training
program. The facility, which is still the location of the Ohio State University Airport, was then on the outskirts of town, seven miles north of campus in northwest Columbus. The first plane landed at the new airport on November 5, 1942. Two buildings were constructed the spring of 1943, and two 2,200 feet, hard-surfaced runways, taxiways, and aprons were added in early 1944. Trustees named the new airport Don Scott Field, in honor of the former All-American athlete who died in a bomber crash in England during WWII.

AIRPORT OPERATIONS

- Owned and operated by Ohio State’s College of Engineering
- Certified for commercial service
- Designated reliever to Port Columbus
- International Airport
- One of the top 5 busiest airports in Ohio, one of nation’s top 100 general aviation airports

AIRPORT SERVES AS A LEARNING RESOURCE

- Home to the university’s flight education program
- Provides on-the-job training for future aviation professionals (1/3 of airport employees are students)
- Facilities used by students of other disciplines, including Aeronautical Engineering, Geography, City & Regional Planning, and Civil Engineering
- Training for Ohio State Public Safety in receiving and protecting dignitaries, and responding to hijackings, drug smuggling, and bomb threats
- Home of the National Intercollegiate Flying Association (NIFA)

AIRPORT SUPPORTS INTERDISCIPLINARY DISCOVERY INITIATIVES

- Airport Safety Management Systems pilot site
- Understanding Airspace, Objects, and Their Effects on Airports
- Economic Impact of Corporate Aviation in the State of Ohio
- Home to the Aerospace Research Center

AIRPORT ENHANCES REGIONAL ECONOMIC VITALITY

- $157 million in direct and indirect benefits to central Ohio - Airport Economic Impact Report 2012
- Home to, or used by, Fortune 500 companies and many local small businesses

AIRPORT ENGAGES THE CENTRAL OHIO COMMUNITY

- Over 2,000 students participate in various engagement activities each year
- Provides shadowing opportunities for eligible local K-8 students interested in entering a collegiate aviation program
- Hosts tours of the facility by school groups, scouts, and other individuals
- Host site of the semi-annual Youth Aviation Adventure
- Host site of the Young Eagles airplane rides

AIRPORT DEVELOPMENT INITIATIVES

- Terminal Building brings together, in one central location, both the academic and business functions of the airport
- North Runway Extension provides local companies with access to the global marketplace
- Corporate Airpark enhances central Ohio as a place of business
Don Scott Field to remain an airport, dean says

By KEVIN PARKS
Tuesday June 9, 2015 11:45 AM

After decades of uncertainty, the Ohio State University Board of Trustees has decided Don Scott Field on the Northwest Side will continue to be a place where students are trained to become pilots or to work in other aspects of airport and aviation management, according to David B. Williams, dean of the OSU College of Engineering.

"The airport is, first of all, part of our educational operation," Williams said last week during a panel discussion about economic development that was the main feature of the Northwest Civic Association's annual meeting.

Others on the panel were William Murdock, executive director of the Mid-Ohio Regional Planning Commission; state Rep. Mike Duffey, R-Worthington; and Mark Lundine, economic development administrator for the city of Columbus.

Now that the decision has been made not to close the airport and potentially sell its 1,300 acres for private development, the question is what to do with the property, Williams said during a portion of his remarks.

That has yet to be determined said Williams, who is in his fourth year as dean of the college that oversees operation of the airport.

"We're at the beginning of thinking about planning," he said. "After 30 years of doing nothing, we're in our first year of doing something."

Word the airport will remain an airport and only a portion of the property possibly sold off is welcome news to Northwest Side residents, said John Ehlers, president of the civic association board of trustees.

"The viability of the airport, for me, has been a vital question," Ehlers said.

By Federal Aviation Administration regulations, 1,000 of the airport's 1,300 acres must be maintained in its present, undeveloped condition, Dean Williams said.

Some portion of the remaining 300 acres could be sold, but that has yet to be determined and any development near the facility would be done "in conjunction with the academic mission of the university."

Duffey, whose district includes the university facility, said it has the potential to be a game-changer for an entire region.

"That's just a huge, huge piece of land that has the potential to affect all of the Northwest Civic Association area, Worthington and Dublin," he said.

On the subject of economic development, Duffey noted that after years of people moving further and further away from the center of Columbus, they are now starting to move back to places like the Northland area and around Sawmill Road.

"I think the investment is starting to come back inward," he said.

Murdock said he sees "lots of opportunity" for the Northwest Side of the city as the region prepares for the challenges as well as potential benefits of welcoming as many as 600,000 new residents by 2050.

"I believe everyone's involved in economic development," Lundine said.

Lundine said his job is to bring even more private business diversity to a city already "blessed" with a lot of it, and he pointed to great strides already made in fulfilling the ambitions of the "Columbus 2020" plan created in 2010.

That plan's "very ambitious goals" included creating 150,000 new jobs within 10 years and bringing in $3 billion in private investment, Lundine said.

At the halfway point to 2020, Lundine said 100,000 jobs have already been crated and private investment stands at $6 billion.

"I think it's something we all have played a part in," he said.
in response to a question from Ehlers regarding longstanding congestion along West Dublin-Granville Road in the Linworth area, Murdock said MORPC is once again meeting with officials from Columbus, Dublin, Worthington, Perry Township and Sharon Township to explore possible solutions.

"We have all these communities at the table," the MORPC executive director said.

Coming up with a fix is a "priority," he added, but no preferred solution has yet emerged.

Lots of public input will be sought to determine what to do, Murdock said.

"Honestly, the discussions have been good," he said. "Everybody recognizes that something has to be done, and the public voice has to be heard."

Ehlers said the NWCA trustees had been involved in the group's discussions in the past and would like to be included this time as well.