

**Logansport / Cass County Airport Authority  
Meeting Minutes  
April 12<sup>th</sup>, 2004 Special Board Meeting**

**Attendance:**

Board members -	Bob Barr Mark Hildebrandt Paul Hipsher Jim Steinberger Tad Wilkinson
Guests -	Don Tribbett; Airport Authority Attorney Larry Creakbaum; Mid-States Engineering Kevin Hedger Don Shelhart; Cass County Council Kent Rose; Cass County Council Kerri Ayers Jack Hallam Tom Keplar; Cass County Council Ron Neher John Nikitaras Tom Gilsinger Bruce Budreau Jack & Esther Lyons Harry Burkhart Darwin Burkhart Gary Scagnoli; Cass County Zoning Tim Chambers Tom Chambers Mike Nicholas Steve Sims; Cass County Council George & Sondra Knutson Jon Osborn Matt Gremelspacher Alvin Mennen Larry Slusser Scott Kraud; Logansport City Council John Martin Joe Reed; Cass County Council Richard Rusk; Cass County Commissioner Bernard Slusser Rex Slusser Cletus Spitznogle Dave Kitchell

Board member Pat McNary had previously advised the board that he would be unable to attend.

**Call to order:**

The meeting was called to order by the President, Tad Wilkinson. The special meeting of the board had been called for the purpose of addressing drainage issues with airport neighbors and other concerned citizens and public officials.

**Drainage Issues:**

Board President, Tad Wilkinson introduced Larry Creakbaum from Mid States Engineering to lead the discussion on drainage issues.

Larry showed the audience information he had brought including a colored aerial photograph with elevation contours and surface drainage directions plotted as well as two sets of drawings from previous airport projects. Larry noted that he had no knowledge of underground tiles so if any existed they were not shown, however he stated that Mid States would typically look for underground tiles during construction projects if they were advised of their location by someone with that knowledge. Larry then asked for statements from the audience.

Sondra Knutson stated that every farm has tiles, but often no one knows for sure where they are located. Larry noted that they also need to know if tiles are part of a local collection system or main trunk lines, because airport development work wouldn't typically affect a local collection system, but they needed to know about any main trunk lines.

A member of the audience (name?) asked if the airport will be concerned for adjacent property owners, and will the airport drain "airport water" onto adjacent property. Larry noted that according to accepted engineering principles water follows the established defined course, but that design for projects would include detention and other means so that the runoff rate would remain constant and not increase.

Bernard Slusser noted that there were areas at the NW and SE corners of the airport property where water ponded and that the water fills up the county ditch and tile. Bernard stated that airport water should be routed through the industrial park to the holding pond at the north side of the industrial park. Larry stated that he would check the existing airport drain to the industrial park and offered to meet one-on-one with Bernard, or any other persons with specific issues to discuss.

Alvin Mennen stated that the airport had agreed to install a tile at the NW corner of the property but had not and asked why. Larry did not remember any requirements for a tile at that location. Larry noted that, even though he did not agree based on accepted engineering principles, a large amount of water had been diverted away from that drainage point as directed by the old LBOAC in an effort to satisfy concerns during the E/W taxiway extension project.

A neighbor (name?) who lived on the N side of CR 350 S, across from the Lyons' property, noted problems with drainage onto his property. Larry noted that concern was not on airport property now, but if the Lyons' property is acquired and developed for runway expansion the project would maintain or improve the existing runoff factor.

Tim Chambers stated that the airport has caused all the drainage problem because runoff from the airport filled up the west tile. Tim stated that there was a court order at one time requiring the airport to install another tile. Larry stated that the E/W taxiway project had actually reduced the amount of surface draining to that location. Airport attorney Don Tribbett noted that the document Tim referred to was not actually a court order, and that a lawsuit concerning that issue had instead been dismissed.

Board member Mark Hildebrandt noted that the past E/W taxiway project was a good example of a case where the airport engineers and the airport board had worked with neighboring property owners to address their concerns, and that the current board intended to do the same on future projects.

Jon Osborn, who lives on the N side of CR 350 S, noted that he has seen increased water problems at 350 S. Larry stated that cooperative efforts would be needed with county officials and agencies to address problems at 350 S, and that he would recommend to the airport board to work to alleviate runoff in that direction as development proceeds.

Alvin Mennen stated that the airport property used to be planted in alfalfa, but was now sod, which reduces the permeability of the ground. Alvin noted that there were standpipes connected to tile at the NE corner of the airport and that those standpipes could be removed to allow water to pond or the permeability of the ground could be increased. Larry noted that according to his information the standpipe actually drains back to the west so would not be causing problems to the north or east, and also referred to the aerial photo noting that the far NE standpipe was not on airport property. Larry also stated that no standpipes were added as part of any airport construction projects, but agreed that standpipes could be revised to other drain options.

Board member Bob Barr noted that many neighbors had alleged that the airport caused all drainage problems in the area but never mentioned the industrial park as being part of the problem. Members of the audience replied that the industrial park drains into a system of open ditches and is routed to a retention pond so does not cause any problems in that area.

A farmer neighbor (name?) who owned a farm SE of the airport noted drainage issues in that area. Larry responded that the airport currently has had nothing to do with that drainage situation. The neighbor noted that tiles on their farm had been located during a recent gas line installation project and that those tiles drain to the south.

Bernard Slusser stated that the airport also drains into county tiles at the NW.

George Knutson said he had knowledge of a 24" tile to the south. Larry stated that the knowledge of existing tiles was good information and that an effort should be made to map existing drainage.

Tim Chambers asked if and when the runway is expanded how high would the pavement elevation be? Larry stated that he would expect it to be 2 or 3 feet higher than the existing ground. Tim noted that there is a low spot at the SE corner of that area.

Larry reiterated that the airport can only work on airport property and will maintain or decrease runoff rates, but some problems may depend on other agencies.

Gary Scagnoli, County Zoning Administrator, stated that the airport will be required to release runoff at a controlled rate. Gary suggested that the industrial park drainage system may be underutilized and could provide an opportunity for a solution. Gary also noted that over the past 15 years many new residential and commercial buildings had been constructed along CR 350 S.

County Councilperson Kent Rose stated that he did not understand why the airport can't go off airport property to solve drainage problems. Larry noted that it might be possible to purchase easements for drainage.

## Approved by LCCAA Board 4/14/04

A member of the audience (name?) asked how long a drainage study would take and when would it be done? Larry stated that a drainage study had not yet been discussed with the airport board, but agreed it was necessary to get everyone's concerns addressed.

A member of the audience (name?) asked shouldn't the study have started before the expansion? Larry stated that the normal process was to update the Airport Layout Plan but not get into details at that time. The next step is the Environmental Assessment that would include a drainage plan and that the Environmental Assessment would be completed in 2004. A neighbor (name?) asked about the timetable for expansion of the runway and Larry noted that it was a part of a 5-year plan and that he expected 3 years to groundbreaking.

Sondra Knutson stated that she assumed the plan would be to close Kokomo Pike to allow runway expansion and that Kokomo Pike was a historic roadway. Larry stated he would have to check that.

Bernard Slusser asked why the airport needed to purchase land before the study was done? Larry stated that it was also necessary to purchase land to protect the existing runway, and that the FAA criteria required the area to be void of any development. Bernard asked if air rights could be purchased instead of buying the land. Larry stated that the airport could buy development rights but that normally cost nearly as much as purchasing the land itself and he did not recommend that approach.

Jack Lyons questioned the amount of land needed to meet FAA requirements for a Runway Protection Zone. Larry stated that the RPZ was 200' plus 1000' or a total of 12' for A/B aircraft and that the rule of thumb was to buy twice the minimum RPZ length to provide adequate protection.

Sondra Knutson stated that extra water will damage the livelihood of the farmers. Larry stated again that the airport would do what it could to protect drainage issues in the area and would work with the farmers "at the highest level". Larry also noted that the airport and airport expansion is vital to the business community to provide access for local business, that corporate air traffic has increased, and that the airport is needed to help provide jobs and an economic base for the community.

Sondra Knutson stated that the development of farmland takes away from the farmer's ability to produce food that is needed in the world. Larry noted that the local airport development acreage needed was miniscule compared to the total public development.

Bernard Slusser stated that the community of Logansport is based on agricultural business and that he questions the need for an airport. Rose Waggoner, FBO employee, stated that the airport is currently used by many local businesses, including manufacturers.

A neighbor (name?) residing along CR 350 S asked what about people who aren't farmers? Larry noted that he understood the drainage issues also affected persons living along CR 350 S.

A member of the audience (name?) asked what the plan was for drainage to the north? Larry noted that it was difficult to improve existing water courses that are off of airport property, and that there is a need for cooperation by other agencies. Larry reiterated again that the airport would maintain or reduce the flow rate of runoff, and emphasized that, following any new development, water will not leave the airport at a greater rate than currently exists. Larry stated that he would in fact recommend further reducing the rate of runoff, but that the airport cannot solve all existing drainage problems in the area.

Larry thanked everyone for attending and for their valuable input and polite reception and discussion.

The meeting was adjourned.

**Follow-up Note:**

Following the meeting, Tim Chambers, Alvin Mennen, and George Knutson each approached Larry Creakbaum and requested one-on-one meetings to discuss specific issues that concerned them.

**Signed:**

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**Charles "Tad" Wilkinson**

cc: Board Members  
Jim Keefer; INDOT  
Greg Sweeney; FAA  
Mark Shillington; Mid-States Engineering  
Don Tribbett; Logansport City Attorney  
Rose Wagoner; Logansport Flying Service (Board file copy)  
Sam Williamson; Airport FBO  
Ruth Ellen Helms; Clerk-Treasurer (for copies to City Council)  
Jim Weaver; Logansport Economic Development Foundation  
Cass County Commissioners  
Mike Fincher; Mayor, City of Logansport