

**Public Meetings**

On Nov. 14, 1953, he married Margaret Slaughter in West Memphis, Ark. He was a member of Corpus Christi Catholic Church and served on the Board of Directors for the Southern Door Fire Dept. He loved golf, especially making "A Hole in One."

He is survived by his wife, Margaret, Sturgeon Bay, children: Margaret Ann "Peggy" (Henry) Hlavaty, Willowbrook, Ill.; Robert (Sharon) Wilbanks, Charlotte, N.C.; Stephen (Jennifer) Wilbanks, Sedalia, Mo.; Janet Marie (Richard) Devito, Sturgeon Bay, Nancy Lynn (Tim) Hendrickson, Eden Prairie, Minn.; and nine grandchildren.

He was preceded in death by his parents, one granddaughter, Christina Marie and two brothers: Robert and James Bryant. Visitation was Thursday, Sept. 23, from 4 to 8 p.m. at the Davis Mortuary, with a wake service at 8 p.m. The funeral service was at 10 a.m. Friday, Sept. 24, at Corpus Christi Catholic Church with Rev. Anthony Birdsall officiating. Interment will be at St. Joseph's Catholic Cemetery. A memorial fund has been established in his name.

and for five years in the Navy Shipbuilding Co. for 10 years and was employed at Bay View III 1978 northeast to southwest and is 1,840 feet long.

The project would change the orientation of the runway about 10 degrees toward a more north-south route, thereby changing the direction that the planes approach and depart the airport. The plans also include removing obstacles such as trees and hilly areas on the new course, adding lights and lengthening the runway to 2,200 feet.

The improvements will upgrade the runway to the same dimensions as its longer partner. The other runway crosses in an "X" pattern, running from northwest to southeast.

The total estimated cost for the project is about \$650,000, with the state paying 80 percent and the town 20 percent. The town has enough guaranteed money to cover a project costing \$750,000 without raising taxes.

Opponents to the plan have expressed concerns that the renova-

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bility benefits gained by renovation are not as great as depicted by the project's proponents, they argue.

If easement agreements cannot be reached for tree removal and overhead flight, the town would have the option of condemning the land to force the sales. Such potential action made the project even less attractive to many Islanders.

"Condemnation of a neighbor's land for this purpose will forever have negative ramifications," Glory and Rodger Bechtold said in a full-page advertisement in the Sept. 16 issue of the Washington Island Observer newspaper.

Hansen said the possibility of condemning land for the airport renovations was a major factor in the failed vote. However, he remains hopeful that an agreement can be made between the town and property owners that would make condemnation unnecessary and the plan more palatable to Islanders.

state say the difficult takeoff is 1,840 feet if clear trees and an approach at the south-

subject has been in the works since 1991. Construction was slated to begin last summer. The timetable was delayed so state Department of Transportation could conduct surveys of adjacent properties, after initial negotiations with property owners to acquire easements need not seal a deal.

So far, Hansen is the only neighboring property owner to grant the airport an air-route easement. The town would still have to acquire permission from other property owners—plus separate easements to remove trees—if it is to go ahead with the project despite the referendum results.

There are currently two grass runways at the Washington Island Airport. The one in question runs

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