

# Airport waits for system

State and city officials lobby for instrument landing system funds

**Grace Mattie**  
Staff Reporter

The only thing left to do after taking off and flying is landing, but Kirksville Regional Airport lacks one of the newer means of doing just that.

As Kirksville commemorates the one-year anniversary of the Kirksville plane crash, the Kirksville Regional Airport continues to make improvements. Although the City Council pushed for the bill of the instrument landing system (ILS) for more than five years, it was only just passed at the end of last year, one month after the crash.

Airport Director Martin Cupp said an ILS gives pilots a precision approach through both vertical and horizontal guidance, unlike the horizontal guidance

that a nonprecision approach gives. He said it allows pilots to find the airport during periods of bad weather. Overall, pilots can land planes more accurately.

"Every major airport has an ILS," Cupp said.

The Senate approved Jim Talent's, R-Mo., request for \$975,000 to purchase the ILS on Nov. 20, 2004, for the 2005 fiscal year, according to a memo. John Roth, intern of Sen. Talent in St. Louis, said ILS was passed in the 2005 Transportation Bill.

The funding for the airport will improve safety, increase access to the region and generate economic growth, according to a memo.

"Sen. Bond and I have made this funding a priority on behalf of Kirksville, and we will do even more to improve Missouri's transportation infrastructure," Talent said in the memo.

City Manager Mari Macomber said that in addition to the

"Every major airport has an ILS."

**Marty Cupp**  
Airport Director



Adam Kabins/Index

A flight prepares to leave from the Kirksville Airport on Wednesday afternoon.

entitlement money, the City of Kirksville must come up with at least \$25,000 of its own. Cupp said the only case in which any additional money would be needed would be if the equipment were to exceed the \$975,000 limit. He said the only thing that might push the equipment over this limit would be if the airport were to get an updated version of the ILS that includes a rail. A rail would produce more overall light and visibility for pilots.

Cupp said that if Kirksville does have to come up with additional money, there would be

a 95 percent to 5 percent match because it is entitlement money.

Regions Air President Douglas Caldwell said the ILS is old technology.

"It has been an issue of technology and money for years," Caldwell said. "We're on to the next thing now."

The bill has been considered for several years.

"We have wanted long before I came on to the council in 2001," Councilmember Martha Rowe said.

No one knows why the bill took so long to pass, but Ma-

comber said the crash had nothing to do with the passing of the bill. Cupp said it could have had to do with the limited number of planes the airport has.

"Kirksville doesn't have the traffic count to get an ILS," Cupp said. "The aircraft traffic in Kirksville doesn't even begin to compare with the traffic at Skyhaven Airport in Warrensburg, [Mo.], and they couldn't even get one."

Although the bill passed in 2004, Cupp said the final product will not be seen until 2007.

"It's more than just plugging it

in and turning it on," Cupp said. Cupp said the engineering phase is now in process.

Freshman Erin Calahan has flown out of the Kirksville Regional Airport three times since school started and said she has not had any problems. She said that although the airport and the plane itself were fairly small, she felt relatively safe. She was not aware of the crash before she flew.

"Knowing now I can just say that it happens," Calahan said. "It's not going to keep me from flying out of Kirksville again."

## OUTSOURCING | Workers fear job loss with new vendor

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"We don't expect [vendors] to bring workers in, we expect them to just manage it," Dixon said. "If we do it, that is."

Director of Physical Plant Karl Schneider said he and other administrators are attempting to stop job-loss rumors circulating among Physical Plant staff.

"Apparently there is a lack of trust there," Schneider said. "Either they don't believe me or they think I'm hiding something, but that's just not true."

Senior Kristen Carson wrote a survey about Truman staff job satisfaction for her Organizational Behavior course. Schneider said he also wrote an online survey, titled Satisfaction Survey for Physical Plant Services, for staff, faculty and students.

However, Schneider said he removed the survey because some comments on the Web site were inappropriate, and his action caused some staff to believe more rumors.

An advertisement in the Daily Express on Oct. 16 said the administration was silencing complaints.

Grounds employee and union steward Dan Robbins said he and his peers do not believe everything management tells them, including the claim that no one will be laid off because of outsourcing. He also said if there was a past problem between an employee and management, the employee is not likely to voice concern.

"People here at the physical department feel like there are people

they can trust and can't trust and that's usually a deciding factor of how many people are in the union," Robbins said.

Robbins said due to how management communicates with the staff, he doesn't think management cares about the staff because they are unskilled labor.

"The first thing everyone thought of was, 'Hey I can't lose my job, and I can't afford to take a cut in my pay,' because this is a poor area," Robbins said. "The first thing you feel is you feel angry at the University. You spend most of your life working here and you do the best job you can do and you wonder why now, what are they doing this to us for?"

Robbins said some employees discarded the student-written survey because they feared management retribution for their opinions.

Curt Devan, director of human resources, said for now, the grounds crew is fine with outsourced management as long as no Truman employee must transfer to the new vendor because they are concerned with how committed the new vendor would be to retirement plans, he said. National studies indicate one negative aspect with outsourcing is the incoming vendor might not have the same loyalties the original company had, he said.

Devan said he would like to involve the employees in the selection process of the new vendor.

"It is important to get a represen-

tation of everybody on that committee involved in that process because they do have a lot of ... experience," Devan said. "You need to bring that in somehow."

Devan said the staff could point out areas in which the RFP could improve and eliminate some of the negative feelings in the staff.

Junior Sarah Saheb said she began talking to Physical Plant staff after she heard Truman was considering outsourcing grounds management.

"They knew what was up, and they were eager to talk to me about it," Saheb said. "They were kind of shocked that a student cares about what's going on, about their jobs about this [possible outsourcing] and I live in this community and I feel that I have a responsibility."

Saheb said student involvement on the state level rather than outsourcing jobs can be the answer despite the state budget cuts.

"We don't deserve level funding, we don't deserve cuts to higher education, we deserve a legitimate amount of money to fund higher education," Saheb said. "The burden should not fall on students. The burden should not fall on workers who come to work everyday and who shovel snow at three in the morning so we can come to class. It is an ethical debate."

University dean of planning and executive assistance of the president Michael McManis said part of the reason Truman is looking into outside companies for grounds is the need for experts for small amounts of time.

"You are able to tap into skills and talents that you wouldn't be able to get otherwise or would have to pay a lot to get," McManis said.

"The first thing you feel is you feel angry at the University."

**Dan Robbins**  
Physical Plant Employee

## HIGHWAY | Imminent opening celebrated with ribbon-cutting

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"I only see expansion in the future for all of the areas here," Flickinger said.

Flickinger also said he thinks it will cut off a few minutes of the drive he makes between La Plata and Kirksville regularly.

He said it also will have an impact at Truman.

"I think the more accessible Truman is, the more students will want to come to Truman if they can get back and forth easier," Flickinger said.

Dennis Brucks, area engineer for MoDOT, said the highway should be ready to go within the next week

or two, weather-pending.

Brucks said the highway is ahead of the original completion date. However, the work is behind, according to the date given to the contractors to have it completed.

"We had some delays with weather and utilities last year, so we gave the contractor an extension to Oct. 7, and that is when he had to have it open," Brucks said.

Brucks said the contractor will be charged \$5,000 a day for every day the highway isn't open past Oct. 6. Brucks said he attributes the delay to not taking advantage of good days this past spring and summer.

"There have been a lot of behind-

the-scenes, small-detail issues, and those are due to the fact that this was a quick design and a quick build ...," he said. "We have had a few snags, but overall it has gone pretty well."

Brucks said two other four-mile projects are in the works for Highway 63, one taking the current project to Macon, and the other on the north end into Kirksville.

With the four lanes to be open soon, Brucks said drivers should be alert because many people are still familiar with the old, two-lane roads.

"Be on the lookout for wrong-way drivers," Brooks said.

## SCOTT | Councilman steps down from city position Monday

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very appropriate for that part of the agenda."

Scott's resignation leaves a second empty seat - Masten stepped down in August to "pursue other business opportunities" outside Kirksville, according to information released then by the city. City Manager Mari Macomber said the vacancies could pose problems for completing city business because the council now will have to pass all votes unanimously. City ordinances must be passed by a majority vote of three of the five councilmembers, even if all five are not active, according to law.

"For most things, that's not going to be a big deal, but we've had some of those issues that are controversial, if you will, that we would get nowhere on," Macomber said. "... If somebody is not able to attend the meeting, you have no choice but to not do business."

Macomber said she expects the council to discuss appointments to fill the open seats at the meeting this Monday, but she declined to say names the council might discuss.

Last month, the council voted on two candidates to fill Masten's unexpired term but in both cases remained deadlocked in a 2-2 vote.

Still, Councilwoman Martha Rowe said she is optimistic that this time, the council will reach a decision.

"It will certainly take compromise in order to do this," Rowe said.

City Councilman Ron Stewart said he thinks the council will make appointments within a week or so.

Both Stewart and Rowe said they first heard of Scott's resignation at Monday night's council meeting. Macomber said she didn't see any indication from Scott that he would resign. Councilman Tim Crist could not be reached for comment.

Scott said he plans to remain in Kirksville.

## VICTIMS | Families remember victims' lives one year later

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She said she was planning to visit Paul's gravesite Wednesday, the anniversary of the crash, with their daughter and Paul's mother to reflect on their memories in private.

"I've just been remembering him and the work he did," Alicia Talley said. "He always did his best everywhere he went. He loved meeting people, and he loved taking pictures of people doing what they love to do. I'll just remember what he loved to do, and I'll be glad I got to be around him."

The family of crash victim Clark Ator, assistant regional dean of Kirksville College of Osteopathic Medicine's Utah region, is thinking of him this week as well. However, his father, Brad Ator, said with the anniversary so close at hand, it is hard to talk about his son and the crash.

When Clark Ator died, he left behind a wife and seven children, Brad Ator said.

"Oh, [the children] are doing OK," he said. "[Clark] has a strong wife, and she's leading them well."

John Krogh, crash survivor and KCOM's regional dean of Utah, said he has kept in touch with Clark Ator's wife.

"She's doing OK now," he said. "Initially, she was just as strong as a rock, then my wife took her out to lunch about a month or two later, and she admitted it was hard. She was starting to ask why, 'Why do I have to do this?'"

Sixteen years ago, Clark Ator, also a bishop for the Church of Latter Day Saints, spent two years on a mission in Peru, his father said. Brad Ator said that while his son was on the trip, he baptized 50 people.

Brad Ator said thousands of people have written about his son, in both Spanish and English, on a

Web site created in his memory.

Brad Ator said that since his son's death, Clark Ator was named the Doctor of the Year in the county in which he practiced medicine.

Brad Ator said that while this is a hard time for his family, they are coping.

"We know where he is, so we're OK," he said.

Torbjorn Wandel, associate professor of history, lost his mother-in-law, Rada Bronson, in the plane crash. Bronson was on her way to visit family in Kirksville. Wandel said Bronson is in his and his wife's thoughts daily.

"It's still very raw," he said. "Her absence is very apparent. We've been at a loss as to how to mark this because we think about her anyway."

He said on the day of the anniversary, his wife planned to close the store she owns in downtown Kirksville and take time to reflect upon and honor her mother's memory. Krogh, who was one of the two crash survivors, has spent this past year going through a healing process of a different sort.

During his speech at the Day of Compassion event at KCOM on Tuesday, he spoke of his experiences since the crash.

Krogh suffered from a broken hip, broken ribs and a broken back during the accident. He said doctors informed him later that his crossed legs in the plane might have caused his broken hip, but also might have saved his life as it decreased the amount of impact on the rest of his body.

He said he spent some time in the hospital following the crash, then went back to his home in Provo, Utah, where his wife nursed him back to health.

"I think my relationship with my wife is better than it used to be," Krogh said. "She was my nurse. She took care of me when

### Lawsuits

Last year, the Index reported various lawsuits resulting from the crash. All involved parties either declined comment or were unable to be reached.

City Attorney Howard Hickman said while there were mentions of possible claims against the city last year, none have turned into lawsuits and he does not anticipate that happening.

Reported by Amanda Boyle

I was home."

He said dynamics within his family have changed a bit, as well. Krogh and his wife have six children and 26 grandchildren.

"I think my family tends to hug each other more, you know," Krogh said. "It's brought us closer together."

Krogh said his life is almost at the point it was before the crash, except that he used to be much more physically active. He said that before the accident he played competitive basketball and also snow-skied. He said he is hoping that by this winter he can try to ski again.

Although Krogh's injuries mostly have healed, he said his assistant and fellow crash survivor Wendy Bonham continues to suffer from her injuries. However, despite her ongoing medical situation, Bonham continues to work, he said.

"She's quite a gal," Krogh said. Krogh said he also continues working as he moves on with his life.

"I feel very fortunate, and I really do believe that [having my legs crossed] is the reason I'm alive, that that could absorb the impact," he said. "It knocked me out, but it didn't quite kill me."

## MEMORIALS | A.T. Still, Truman memorialize plane crash victims

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for growth as a community of compassionate healers.

John Krogh, regional dean of KCOM's Utah region and a survivor of the plane crash, detailed his experiences and the treatment he received as a patient after the accident.

"I had to conclude that my contribution and understanding of compassion in medical care had to be to focus on my experiences as a recipient of compassion," Krogh said.

The Day of Compassion initially was planned for Oct. 20 last year, Slocum said. After the plane crash, student government presidents from all the A.T. Still University campuses approached administrators. Slocum said the students suggested the day be moved to Oct. 19 this year in remembrance of the victims.

"After the plane crash, the [students] decided they wanted to bring the Day of Compassion to all the campuses," he said. This includes the university's two Mesa, Ariz., schools.

Still, the event has a much broader purpose than just a memorial.

"We do want to remember people who've fallen, but our focus really is on trying to produce a better world,

and we can't do that by looking back all the time," Slocum said. "That's certainly what they would have intended."

Slocum said he thinks Truman and KCOM have done well working together to promote the learning-centered environment that Miller and Sarkin advocated.

Truman has chosen a different way to honor those lost in the crash.

The Paul Talley and Matt Johnson Memorial Scholarship will provide a photography student with funding for many years. Talley and Johnson, both natives of Texas, specialized in higher education marketing. Many of the pictures found in Truman's promotional publications can be attributed to them.

"The scholarship is endowed," said Becky Pike, manager of foundation scholarships. "That means any gift that comes in will be protected."

She said because the University never spends the minimum \$10,000 required, just the interest, the scholarship can be offered indefinitely.

Pike said this particular scholarship was a collaborative effort.

"It was started by an anonymous donation," she said. "Then it was just an outpouring of sympathy and emo-

tion. Staff from admissions and the president's staff donated."

Finally, Truman received a \$5,000 gift from Hawkeye Creative Communication of Albany, N.Y., Pike said. Talley and Johnson had contracted through the company for many years.

Ray Witkowski, executive vice president of Hawkeye Creative Communication and a personal friend of both men, said he was eager to contribute to the scholarship fund.

"We're a small firm, and we as a firm get personally connected with our clients," Witkowski said. "It was the right thing to do, no hesitation. We just thought it was such a special honor, and we couldn't see not being a part of it."

Brad Chambers, co-director of admission, said he is privileged to have the photographs that Talley and Johnson took as a reminder of their talents.

"They became a legacy of their impact here," Chambers said. "A lot of their time was spent in higher education, working with students. It's in a different way, but I think that's where their hearts were. I think they felt a part of the University for the few days they were here."