

1 IN THE STATE OF WISCONSIN WINNEBAGO COUNTY
 2 WINNEBAGO COUNTY BOARD
 3 WITTMAN REGIONAL AIRPORT

4 -----

5 IN THE MATTER OF:
 6 WITTMAN REGIONAL AIRPORT
 7 REGARDING:
 8 PUBLIC HEARING IN THE MATTER
 9 OF STATE AND FEDERAL AID
 10 FOR THE IMPROVEMENTS AT
 11 WITTMAN REGIONAL AIRPORT
 12 525 WEST 20TH AVENUE
 13 OSHKOSH, WI 54902

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15
 16 TRANSCRIPT OF PROCEEDINGS
 17 PUBLIC HEARING
 18 April 27, 2017
 19 PETER M. MOLL
 20 Airport Director 10:00 a.m.
 21 At Wittman Regional Airport
 22 525 West 20th Avenue
 23 Oshkosh, WI
 24 Kate F. Worth, RPR
 25 Court Reporter

1 A P P E A R A N C E S

2 PETER M. MOLL, Airport Director, Wittman
3 Regional Airport, 525 West 20th Avenue, Oshkosh, Wisconsin,
4 54902.

5 P R O C E E D I N G S

6 (10:00 a.m.) (Index on Page 65)

7 (Exhibit 1 was marked for identification.)

8 MR. MOLL: It is 10 o'clock. I am going to
9 start the public hearing now. First, as an
10 introduction, my name is Peter Moll, the Airport
11 Director of Wittman Regional Airport.

12 I'd like to welcome everyone to this public
13 hearing for Wittman Airport's petition to the Wisconsin
14 State Secretary of Transportation for funding from the
15 Federal Aviation Administration's Airport Improvement
16 Program, and from the Wisconsin State Department of
17 Transportation, Bureau of Aeronautics.

18 The State of Wisconsin, through the Bureau of
19 Aeronautics obtains and distributes funding from the
20 Federal Aviation Administration, and also distributes
21 funding through the Wisconsin Department of
22 Transportation for projects in which the State views as
23 beneficial to the airport users.

24 The list of potential projects Wittman
25 Regional Airport is petitioning for is as follows:

1 Number 1, Taxiway Extension from Taxiway A to
2 the Aviation Business Park.

3 Number 2, Taxiway P Extension -- that be would
4 be Taxiway Papa.

5 Three, East General Aviation Area
6 Redevelopment.

7 Number 4, Construct Grass Taxiway parallel to
8 and to Runway 18/36.

9 Number 5, Construct Aviation Business Park
10 Ramp.

11 Number 6, reconstruct or rehabilitate and
12 widen Taxiway A.

13 Number 7, reconstruct or rehabilitate Taxiway
14 lighting.

15 Number 8, reconfigure, reconstruct, or
16 rehabilitate Taxiway connections.

17 Number 9, reconfigure Taxiways.

18 Number 10, convert Runway 5/23 and Runway
19 13/31 to Taxiways.

20 Number 11, construct West General Aviation
21 Ramp.

22 Number 12, Construct New Aviation Business
23 Center, slash, Terminal, and raze Airport Terminal
24 Building and adjacent West Wing building.

25 And Number 13, any other additional work

1 related to those projects.

2 The public is invited to provide comments on
3 the listed projects, and the listed projects only.
4 There will be a five-minute limit to your comments and
5 questions. Clarifying questions may be asked, but we
6 will not engage in debate on any of these projects.

7 Before providing comments on the projects,
8 please state your name and address for the record. And
9 comments may also be submitted in writing. If you do
10 not wish to comment at this point, those comments
11 should be submitted to the Wittman Regional Airport
12 Administration office by the close of business day, one
13 week from today, which is Thursday, May 4, 2017 at
14 4:30 p.m. Please turn off your cell phones. We don't
15 want to-- or put them on vibrate at least, please, so
16 that we don't get interruptions.

17 And at this time we will begin accepting
18 comments on the project list. Anybody have any
19 comments?

20 MR. KONETZKE: Pete, I have a question for
21 you.

22 MR. MOLL: Okay. State-- You've got to state
23 your name and your address, first.

24 MR. KONETZKE: Tom Konetzke, 858 Emily Street
25 in Menasha.

1 MR. MOLL: Okay.

2 MR. KONETZKE: Peter, when you start naming
3 those projects, the first and second item you mentioned
4 redevelop that area?

5 MR. MOLL: Yes.

6 MR. KONETZKE: What-- What does entail?

7 MR. MOLL: That entails building new hangars,
8 moving hangars that we have currently existing in that
9 area, perhaps demolishing hangars that don't meet our
10 needs anymore, and reconfiguring the area to allow for
11 further expansion of new hangars.

12 MR. KONETZKE: Do you have any preliminary
13 designs for that?

14 MR. MOLL: Yes. That was presented to the
15 Aviation Committee a number of months ago.

16 MR. KONETZKE: Thank you.

17 MR. MOLL: Any other comments? Mr. Pelton?

18 MR. PELTON: Jack Pelton, 3000 Poberezny Road,
19 representing EAA. First of all, I think you have a
20 pretty ambitious list of activities here, and as this
21 gentleman mentioned, it would be nice to have further
22 details of information on all of the 13 projects that
23 you've stated.

24 One, I would like to commend you at least for
25 finally recognizing that a grass runway is important at

1 Wittman Field, which I believe was -- was Project
2 Number 4.

3 MR. MOLL: That's a grass taxiway.

4 MR. PELTON: Oh, taxiway. Then, I'm sorry.
5 You have not listened to our request for probably one
6 of the most important items, which is if this field is
7 going to be a viable general aviation field year-round,
8 we have to have a way to get general aviation
9 tail-dragger airplanes into this.

10 I'm just saying, in our minds, it's not the
11 answer; it's not acceptable, and we are going to
12 continue to pursue that, including public support for
13 that.

14 The other concern that we have is Project
15 Number 10, which is converting 5/23 and 1/3 to a
16 taxiway. And quite frankly, I think the excuse of
17 saying there's hot spots and other issues in that area
18 is really not paying attention to stakeholders and
19 users of this airport.

20 That is a very significant piece of our event
21 on a weekly basis, but the rest of the year, it's
22 critical to the general aviation pilots to have runways
23 that are accessible when the winds aren't directly
24 north, south, or east or west. We really think that
25 that's a waste of money.

1 Again, it's very unclear to us as to what the
2 strategic plan is for the airport and how that would
3 fall into it, other than the ability for you to just
4 ask for money. So that is something that we are also
5 going to be very, very vocal around, because of the
6 financial impact that it has on us.

7 And at some point, if some of these projects
8 are going to continue like that, it causes us to take
9 pause and say: Why are we having this event at this
10 airport if they are not supported and not asking us, as
11 stakeholders?

12 So that's my five minutes or less of comments.

13 MR. MOLL: Thank you. Harold?

14 MR. SINGSTOCK: Harold Singstock, 229 North
15 Meadow, Oshkosh.

16 Peter, is that list, is that your priorities?

17 MR. MOLL: These are a list of projects that
18 we have worked with the State Bureau of Aeronautics on
19 as potential projects. I didn't say we're going to do
20 all of them. The potential projects for which we would
21 seek funding --

22 MR. SINGSTOCK: No, but my question --

23 MR. MOLL: -- from the State. But these are
24 the priorities for the next -- probably the next 10
25 years.

1 MR. SINGSTOCK: But are they listed in
2 priority order?

3 MR. MOLL: No.

4 MR. SINGSTOCK: Okay.

5 MR. MOLL: Okay. Yes? Ms. Gabert?

6 MS. GABERT: Maribeth Gabert, 4543 Plummers
7 Point Road; member of the Aviation Committee.

8 My question to you is: You have this list of
9 13 items, and they are not -- they are not in
10 sequential order of priority, and you've just said that
11 over the next 10 years.

12 So my question to you is: What is the process
13 for those being turned over to the Bureau of
14 Aeronautics and the Department of Transportation? When
15 do we get some feedback as to a yay or a nay, and a
16 timeframe for a yay or a-- if a nay is a nay, is it a
17 nay forever, then? Or-- That was the one part.

18 And the other part is, if it's a yes, we are
19 going to see that we could get some funding for you,
20 what's the lag time before we know that?

21 MR. MOLL: Okay. How this works is that when
22 we submit this petition, then we create, through the
23 Capital Improvement Project with the County and with
24 the Bureau of Aeronautics jointly, and we'll consult,
25 obviously, with the tenants on the airport for those

1 priority projects that we tried to prioritize.

2 So I can tell, first of all, the-- we have two
3 priority projects, right now, would be the extension of
4 the Taxiway to the Aviation Business Park and then the
5 widening and rehabilitation of Taxiway Alpha.

6 You know, then what the Bureau of Aeronautics
7 does is they look at their funding requests for the
8 next five years, and they're going to try to prioritize
9 those also within their system, depending on how much
10 money they have.

11 Obviously, taxiways and runways get the
12 highest priority so that they will rank them, they will
13 also work with the FAA on AIP funding, because that's
14 also critical to the funding process. You know, if we
15 can get 90 percent FAA funding versus 50 percent State
16 funding, obviously, it's better for us.

17 So, that's how it pretty much works. They'll
18 tell us how much is available in each given year for
19 those projects that we deem as a priority. We rank
20 them, obviously, by year, and those two projects are
21 high on our priority list.

22 MS. GABERT: So this list of 13, that's your
23 2017, let's say, wish list; okay?

24 MR. MOLL: Yes. It's not going to happen all
25 this year.

1 MS. GABERT: No. But they'll tell you,
2 they'll categorize it and say, "Perhaps we can fund
3 this in 2018," or will you know that from them or you
4 do not get that?

5 MR. MOLL: We do not. We'll work with them on
6 establishing potential dates.

7 MS. GABERT: Okay.

8 MR. MOLL: But as in the past, we've asked for
9 funding for a certain project in a particular year.
10 They will tell us, "There's no money available;" we'll
11 just shift it to a subsequent year after that. And it
12 may come up that maybe we don't need that project
13 anymore. There have been projects in the past that
14 we've said, "You know, maybe this isn't viable for us
15 anymore."

16 MS. GABERT: Okay. So, on the Business Park,
17 which is, to me, a priority, --

18 MR. MOLL: Yes.

19 MS. GABERT: -- when do you think you would
20 know if that's been --

21 MR. MOLL: We'll know early, probably later
22 this year --

23 MS. GABERT: Okay.

24 MR. MOLL: -- whether there is funding for
25 that.

1 MS. GABERT: All right. Thank you.

2 MR. MOLL: You're welcome. Fred Stadler?

3 MR. STADLER: I'm Fred Stadler. I'm a tenant
4 here, not representing anybody other than --

5 COURT REPORTER: I need your last name.

6 MR. STADLER: Fred Stadler, S-T-A-D-L-E-R.

7 COURT REPORTER: Thank you.

8 MR. STADLER: First of all, I have to say, I'm
9 amazed that we have this kind of turnout. Calling this
10 a public hearing is a technical bit of a stretch in
11 that I'm not aware of any significant publicity that
12 was given to this. As an airport owner-- airport
13 tenant, I wasn't informed of this meeting. It's
14 remarkable to have this number of people who came
15 anyway, which I appreciate.

16 And also, specifically, I really think that if
17 we're interested in input, we need to have some detail
18 on what these projects are. A brief description of the
19 project doesn't exactly give somebody an idea of
20 whether it's -- what the extent or import or positive
21 or negative value is.

22 However, one that's pretty clear is the
23 closure of the diagonal runways. As a pilot here, I
24 feel it's really an important safety item. They are
25 not used a great deal, but they are very important when

1 they are used. They are very hard to create a runway;
2 very easy to stop one; very hard to build one.

3 And unless we have some very compelling
4 reason -- I'd like to just get a sense of the pilots
5 and stakeholders here: Is there anybody here who
6 thinks it's a good idea to close those runways?

7 (Pause)

8 I'd like to have it recorded that there was
9 nobody that was here at the meeting that thought that
10 that was a good idea.

11 AUDIENCE MEMBER: How about opposed, Fred?

12 MR. STADLER: Pardon me?

13 AUDIENCE MEMBER: Who here is opposed to it?

14 (Audience members raising their hands.)

15 COURT REPORTER: Did you want a count? Or--

16 MR. STADLER: I see a lot of hands.

17 MR. MOLL: We'll just say the majority, the
18 vast majority.

19 MR. STADLER: Thank you.

20 MR. MOLL: Other comments, questions? Bob?

21 MR. WARNKE: Bob Warnke, Aviation Chair. Will
22 you talk a little bit about funds available, and about
23 that President Trump has said that he's going to cut
24 funding for regional airports? Is there money
25 available now in 2017, or was there money available in

1 2016?

2 MR. MOLL: For the projects we did in 2016 and
3 and 2017, there was money available for those. Those
4 were petitioned projects some years back. That was
5 probably about, I think 2011 was our last public
6 hearing on the input for funding for these projects.

7 MR. WARNKE: And how long would it take to get
8 funding for some of these projects?

9 MR. MOLL: It varies. Again, it all-- It's
10 prioritized by both the FAA and by the State Bureau of
11 Aeronautics as to what's available, how much money is
12 available, what type of projects they are. So in other
13 words, as I've stated numerous times, taxiways,
14 runways, projects like those are highest on the
15 priority list.

16 Taxiway extensions may be down further toward
17 the middle, because it's a taxiway. Ramp projects tend
18 to be lower on the priority list. Terminal buildings,
19 that sort of thing, tend to be lower on the priority
20 list, as well.

21 So it's difficult to say, at this point, how
22 much money is going to be available in the future.
23 Because if the FAA does cut or is dictated by the
24 government to lower the amount of money available to
25 AIP funds, obviously the priority list and the number

1 of projects that we are able to do is impacted by that.

2 MR. WARNKE: Yesterday, I returned from
3 Waukesha. I was there for the last few days for the
4 Airport Manager's conference, and I heard a young lady
5 talking about the condition of aviation, and aviation
6 is definitely on the decline.

7 She talked about airports like Appleton and
8 Green Bay, where Appleton was down 22 percent, Brown
9 County was down 14 percent. And so, you know, there is
10 some problems there, and it doesn't necessarily pertain
11 to this airport because we don't have commercial here,
12 but I think she was talking mostly about that, so.

13 MR. MOLL: Correct.

14 MR. WARNKE: I don't know. You know, there's
15 a shortage of pilots, and there's a lot of problems out
16 there, so. That's all I've got to say.

17 MR. MOLL: Yeah. One comment I would like to
18 interject at this point. The potential closure of
19 Runway 5/23 and 13/31 are not my decision; not a
20 decision by airport management but more dictated by the
21 State and by the Federal Aviation Administration. So,
22 they are not--

23 (Audience noise)

24 MR. MOLL: Wait, wait. They are not saying we
25 have to; it's a recommendation, so. And we can get

1 into that after the meeting, because like I said, we're
2 not going to debate the merits of the projects, so.

3 MR. PELTON: You're still calling on people?

4 MR. MOLL: Yes.

5 MR. PELTON: We'll need another swing at it.
6 First of all, you said we are not going to debate the
7 merits of it at the meeting but it is clearly
8 appropriate to state that what you just said is
9 factually incorrect. They don't dictate it. There's a
10 weighing process in Washington to make that happen, so
11 I think you are dramatizing and overstating it, and it
12 needs to be on the public record --

13 MR. MOLL: Yes.

14 MR. PELTON: -- that that's the case, because
15 you're not factual and not correct.

16 I do want to comment, also, relative to the
17 funding and appropriations, Mr. Warnke, as to I will be
18 at the senate on Tuesday for the Appropriations
19 Committee, asking to talk to them. You have bigger
20 concerns on the appropriations level relative to
21 government head count in the FAA where they are trying
22 to trim funds, not AIP programs and other areas.

23 The biggest concern in this airport you have
24 is around privatization, because that would cause you
25 to lose the tower entirely.

1 On the following Tuesday, I'm going to be at
2 the White House at the invite of the President for a
3 general aviation group around that, and we will talk
4 about making sure proper funding is in place. But we
5 aren't going to do it unless the voice of the GA
6 pilots are heard and recognized in these projects. If
7 they are not, we will go to bat and say you guys don't
8 deserve any funding.

9 MR. MOLL: Okay. A question over here?

10 MR. NORRIS: Joe Norris, 264 Old Oregon Road
11 in Oshkosh. Speaking as an airport tenant, I just want
12 to go on the record as being strongly opposed to the
13 removal of 5/23 and 13/31 as usable runways. I feel
14 that is a definite safety concern all year long,
15 regardless of EAA activities, which obviously the value
16 are for those, as well.

17 But for light general aviation pilots at the
18 airport, there are certain days where those runways are
19 critical, and we do not want to lose the use of those
20 runways, so we want to make sure we maintain those.

21 MR. MOLL: Sure. Harold?

22 MR. SINGSTOCK: I have a suggestion, too.
23 Based on this turnout, it shows a lot of people are
24 interested in this airport, and I would like to suggest
25 that the public be allowed to speak at the Aviation

1 Committee meetings on the agenda and nonagenda items.

2 MR. MOLL: That will be up to the Committee
3 Chair, so.

4 MR. WARNKE: I don't agree with it, but we'll
5 talk about it, I guess.

6 MR. MOLL: All right. Mr. Hibben, go ahead.

7 MR. HIBBEN: Chris Hibben, Snap 180 Media,
8 1925 Jackson Street. Just speaking--

9 COURT REPORTER: Could you state your name
10 again?

11 MR. HIBBEN: Chris Hibben, H-I-B-B-E-N.

12 COURT REPORTER: And what media?

13 MR. HIBBEN: Snap 180 Media.

14 COURT REPORTER: Okay. Thank you.

15 MR. HIBBEN: Two things. I want to reiterate
16 what Joe said, as an airplane pilot, the diagonals are
17 needed for safety reasons.

18 The other thing is, as a business owner, I
19 look at EAA as being a very big source of income for my
20 business. Not only my business, but, you know, every
21 other business that's in Oshkosh and surrounding areas.

22 If the EAA was to move because of grass
23 runways not being put in to help the event, and
24 diagonals being taken out, you are not just hurting,
25 you know, EAA, but you are hurting Winnebago County all

1 the way down to Milwaukee. So, you know, it's really
2 not fair to say diagonals shouldn't be replaced or
3 redone just because you don't have the funding. The
4 funding should be found.

5 MR. MOLL: Mr. Last?

6 MR. LAST: Larry Last, 3827 Red Oak Court.
7 I'm a tenant here and a pilot. Fred, you stole all of
8 my thunder. First of all, for the Bureau of
9 Aeronautics, they should put a restriction on the
10 timing of these meetings. We have a very good turnout
11 here today, but I know there's a lot of people missing
12 because they couldn't get off of work. Why we couldn't
13 do this at 6:00 p.m. at night or Saturday morning at
14 10:00, I don't know why. Maybe to keep the public
15 away. It's a sad thing.

16 The issues need to be brought forward so we
17 know what we're petitioning for and why. As far as the
18 FAA and the State, when they recommend runways being
19 closed, I think it's the Airport Director along with
20 the Aviation Committee to seek public input to fight
21 this at the earliest possible venue.

22 Just like this petition should have been held
23 many years ago for a taxiway, a terminal, and for other
24 projects. Thank God it's being done today. I would
25 hope the Bureau of Aeronautics has a priority system

1 based on safety, efficiency, capacity issues, and
2 sustainability of airports.

3 The terminal project and the taxiway to
4 connect the aviation part is important, but yet those
5 are economy issues. This airport's in the red; it's
6 losing money left and right.

7 The terminal, in my opinion, and I won't go on
8 with that, needs to be downsized, maybe put on the back
9 burner, and we need to get revenues going here,
10 quickly. If that means the taxiway's got to be done,
11 boy, I would sure hate to see my Federal and State tax
12 dollars being used for economy issues, but if it keeps
13 the Airport alive, I guess we have to.

14 The last thing, you know, I just would hope
15 that we can fix what's the problem here. We need
16 better communication at the front office of the
17 Airport, we need the Aviation Committee to start
18 listening -- which some of you have -- to the pilots,
19 the users -- please do. That's all I have to say.

20 MR. MOLL: Other comments? Jim?

21 MR. CASPER: Jim Casper, 99 Johnson Avenue,
22 Oshkosh. I'm-- I do EAA work on the grounds out here
23 during the convention, and I'm now also using the
24 runways as part of the EAA Flying Club.

25 What I did want to add, because all of this

1 stuff that has been said, I agree on also on it, but I
2 want to add one more thing to get it on the record.

3 While EAA is trying to ramp up flight
4 training, trying to get people in here to do flight
5 training, and we've doubled what we had last year --
6 get people coming here, using the Airport, and getting
7 more people into aviation, you're beginning to
8 deconstruct the airport for us, at the same time.

9 MR. MOLL: Jared?

10 MR. HUSS: Jared Huss with Fox Valley Tech,
11 3601 Oregon Street.

12 COURT REPORTER: I'm sorry, I need the
13 spelling of your last name.

14 MR. HUSS: H-U-S-S.

15 COURT REPORTER: Thank you.

16 MR. HUSS: Just to follow-up on that flight
17 training point. The diagonals bring several benefits
18 from a flight training standpoint, as well as safety
19 and other training benefits; so for that reason, Fox
20 Valley Tech is opposed.

21 MR. MOLL: Thank you. Other comments,
22 questions?

23 MR. MONNETT: John Monnett, Sonex Aircraft, a
24 tenant on the Airport. I am also very opposed to any
25 changes in those diagonal runways and, you know, I am

1 astounded at how many times those runways are closed.
2 We have, obviously, the EAA, they are closed during
3 that period of time for whatever reason. I guess it's
4 safety, but we have buildings all around all of the
5 other airport-- runways, and I just think that it's a
6 shame that we would not be able to use those more
7 effectively.

8 MR. MEIDL: J. T. Meidl, M-E-I-D-L. 2189
9 Abraham Lane, in Oshkosh. Three things. One, those
10 runways are kind of a historic. They go back all the
11 way back to the original field. And one of the things
12 that bothers me over the years here over at Wittman is
13 the history is lost. The runways are next, the
14 terminal is next. Hangar five got lost. The Wittman
15 hangar got lost. All our tradition, all our history of
16 this field goes out the window because we don't want to
17 maintain it or rules or whatever.

18 Number 2, whoever the engineer was spreading
19 the words that runway 3/1 is the most dangerous airport
20 in the state, which is the rumor floating around town,
21 I just think we can just squash that. And if it's
22 because of the trees over there because of the somewhat
23 abandoned house, I think it's time the County invests
24 and buys that house as they should have done 20 years
25 ago, and get the last parcel on Wittman Field off of

1 Wittman Field, straighten the fence out, and cut the
2 trees down; and if it is such a dangerous runway, let's
3 take care of that.

4 Number 3, I came to Wittman Field, I have a
5 private hangar here, I have an investment on the field,
6 quite large; and the reason I came here and not
7 Brennand's up in Neenah, was the runways. I'm not the
8 best pilot, so I need all the help I can get in regard
9 to the winds.

10 So the reason I built here at the time -- all
11 three of the airplanes -- it was a big advantage to
12 have those diagonal runways. And I would sure hate to
13 see it go away.

14 And they are used more and more than people
15 think. I will often be told to take runway 2/7 and
16 I'll say, "How about 5? How about 4?" I'll ask for
17 those runways, just to use them because of their
18 advantage, and I think they should be used more.

19 I remember a story, a CR Meyer pilot trying to
20 get into Wittman; the winds were just howling, and he
21 wanted runway 2/2 and they said, "No. It's closed,"
22 and he said, "No. I want 2/2," and he landed the
23 Conquest on 2/2 because of the winds. It allowed him
24 to get down safely in that situation.

25 And I think that has to be kept in mind. I

1 know there's some times when it's closed because of the
2 Pioneer activities, but that's all part of the game.
3 So I'm here to defend the use of the runways and to
4 maintain the runways. And the grass strip would be
5 great, too.

6 MR. MOLL: Just as a comment, I'm not sure
7 where you heard that runway 31/13 is dangerous. I've
8 never heard that before. But again, it's not my--
9 It's not a personal decision, it's just more of a
10 recommendation from others. Sean?

11 MR. ELLIOTT: Sean Elliott. E-L-L-I-O-T-T.
12 3000 Poberezny Road, with the EAA. I have oversight of
13 EAA government advocacy at EAA, and also I'm a local
14 pilot, and I oversee our hangar operation on the field,
15 as well, at the hangars.

16 Peter, first of all, Rick and I both sat in
17 the meeting with you and Matt from the State where it
18 was clearly said that they thought this was the most
19 dangerous approach in the State. That was-- You were
20 sitting right there when that was said.

21 MR. MOLL: I don't remember that.

22 MR. ELLIOTT: I just wanted to clarify that.

23 MR. MOLL: I--

24 MR. ELLIOTT: First of all. Secondly,
25 regarding Pioneer Airport, there's clearly a process in

1 place, J. T., that we will absolutely shut the
2 operation down and stand down if 2/2 is needed --
3 excuse me -- 2/3 is needed for operations. So that
4 certainly is not a factor. I just want to make that
5 real clear. We are always willing to make sure that
6 this airport get priority with our museum operations.

7 Thirdly, I just want to state for the record
8 that I have offered multiple times and will continue to
9 extend this out to help with FAA leadership and ensure
10 that FAA will not only stop recommending tearing up the
11 runways, but endorse the reason why they are so
12 important to this airport, this community, and this
13 event-- AirVenture, the most important event in all of
14 aviation. Thank you.

15 MR. MOLL: Thank you. Additional comments,
16 questions? Mr. Roh?

17 MR. ROH: Bill Roh. The last name is R-O-H,
18 1555 Lyon Drive, L-Y-O-N, in Neenah. I've never been
19 to one of these hearings so I didn't know the format.
20 I thought somebody from BOA was going to be here, so I
21 have a number of questions. I don't know if you can
22 answer them.

23 MR. MOLL: I'll try.

24 MR. ROH: I was hoping that--

25 MR. MOLL: I'll try.

1 MR. ROH: Okay, good. First of all, before I
2 get to my thoughts, before I got here -- I have to
3 comment on what you stated after you listed the 13
4 projects. You said the two most important were, and
5 one of them wasn't the terminal. I am just kind of
6 surprised at that.

7 Speaking of the terminal, I guess, before I
8 get to that, in general, are dollar amounts affixed to
9 each of these 13 items?

10 MR. MOLL: Not yet.

11 MR. ROH: When would they be?

12 MR. MOLL: There are-- There are some where
13 there are estimates; for instance, the Terminal has an
14 estimate. We have a very rough estimate on the Taxiway
15 Extension to the Aviation Business Park, and we have a
16 very rough estimate on the Taxiway Alpha reconstruction
17 and widening project.

18 MR. ROH: Will there-- Has there been or will
19 there be a request for monies to demolish this
20 Airport -- this Terminal?

21 MR. MOLL: Yes.

22 MR. ROH: Okay. And I think you indicated
23 that the new Aviation Business Center, slash, Terminal
24 has a dollar amount on it?

25 MR. MOLL: Yes.

1 MR. ROH: My question to the gentleman who I
2 thought was going to be here was going to be: If it
3 turns out not to be five-and-a-half million, but
4 three-and-a-half million, can that be changed?

5 MR. MOLL: That, I don't know. That's a
6 Bureau question that only they can answer.

7 MR. ROH: And that's why I was hoping they
8 would be here.

9 MR. MOLL: Yeah.

10 MR. ROH: The next question was going to be:
11 If it's not a three-and-a-half million dollar terminal,
12 what if it's a million-and-a-half dollar renovation?
13 Can you change it to that?

14 MR. MOLL: I suppose we could. I'm not sure.
15 Again, that's a funding question that the Bureau of
16 Aeronautics would have to answer.

17 MR. ROH: And when will they be asked?

18 MR. MOLL: When we submit the petition for
19 that project.

20 MR. ROH: And when will you get the results
21 back from that?

22 MR. MOLL: That's up to them. We'll submit
23 this entire package, we'll prioritize the projects,
24 discuss with them when there's funding available, and
25 after that, they assign dollar amounts based on what

1 they have available, and what projects throughout the
2 State are available.

3 MR. ROH: Thank you.

4 MR. HIBBEN: Will that package be available
5 online for public information?

6 MR. MOLL: I believe it is, yes. I'm almost
7 confident it is. In fact, you have to go to the Bureau
8 of Aeronautics' website and then you can look at the
9 project lists.

10 MR. HIBBEN: Okay. What about all the
11 renovations?

12 MR. MOLL: And we'll certainly distribute that
13 here.

14 MR. HIBBEN: Will that be available on
15 Wittman's website?

16 MR. MOLL: Yeah. We'll have it up there.
17 Yeah. We'll put them up there.

18 MS. HEATH: Debbie Heath, Fox Valley Tech,
19 3601 Oregon Street. I'm Dean of Transportation at Fox
20 Valley Tech.

21 Just speaking as a tenant of many years on
22 this airport, I think a lot of the information needs to
23 be provided for us, as tenants; and most of us have
24 been here 20-- 26 years or more.

25 I think all of these projects, we need the

1 detailed information, as EAA mentioned, and we should
2 be part of the strategic planning of this airport,
3 because we are the users of the Airport, and we should
4 be part of that decisionmaking, and helping you, as
5 management of this airport, understand what the needs
6 of the tenants are, when putting these projects forward
7 and submitting it for Federal grants.

8 MR. MOLL: Thank you.

9 MR. LAST: One last comment. Larry Last,
10 again. Just for the County Board members that are
11 here, is it true that this will have to be -- this
12 hearing, that you will have to go to the Board for
13 resolution to send to the State, also?

14 MR. MOLL: Correct.

15 MR. LAST: So they will have some input at
16 that level?

17 MR. MOLL: Right. It's only comments and
18 questions. We will answer questions based on, you
19 know, what we can answer. But, you know, some of the
20 questions are to be directed to the Bureau of
21 Aeronautics, --

22 MR. LAST: Right.

23 MR. MOLL: -- and they will be able to answer
24 those.

25 MR. LAST: It might be wise that when you put

1 that on the County Board's schedule--

2 MR. MOLL: Yes.

3 MR. LAST -- maybe to have Matthew come on up.

4 MR. MOLL: Right.

5 MR. LAST: This is a difficulty.

6 MR. MOLL: Okay. I think Jack was back there,
7 first.

8 MR. PELTON: On Project Number 12, the
9 terminal clarification question on this gentleman's, I
10 think what you were asking.

11 You're going to go forward and ask for funding
12 for a complete new Terminal area; is that correct?

13 MR. MOLL: Correct.

14 MR. PELTON: Are you also going to ask for
15 funding for a Plan B for a repair or reconstruction of
16 what's here today?

17 MR. MOLL: That was not --

18 MR. PELTON: That's a yes or no.

19 MR. MOLL: That's not-- That wasn't part of
20 the petition package.

21 MR. PELTON: So you are not going to ask for
22 it?

23 MR. MOLL: No. No.

24 MR. PELTON: So you are not going to ask for
25 it. Just so that's on the record.

1 MR. MOLL: That could be the topic of another
2 petition package, though.

3 MR. PELTON: I just want to go on the record,
4 you're not asking for it?

5 MR. MOLL: Right. Exactly. So. Maribeth?

6 MS. GABERT: Maribeth Gabert. I wasn't going
7 to speak again, but I'm so pleased that there are so
8 many aviation-related people here. And maybe you could
9 ask-- maybe somebody will raise their hand.

10 I would like to know, and I'm sure you all
11 know where we sit with this Aviation Admin. Building,
12 where we are sitting with that, right now. So I guess
13 my question would be: What is your opinion?

14 I think I understand Mr. Pelton's opinion of
15 this Aviation Admin. Building, but where do we go? We
16 had a Plan A, we've got a Plan B, we don't have a C. I
17 might have a Plan C, but I am not there yet with my
18 Plans D; because I think A has failed, and B was
19 remodeling. A was the new building.

20 So, sitting on the Aviation Committee for
21 three-and-a-half years with this building, I am just
22 wondering: What do you gentlemen and women think about
23 what we should do with this building? Because I've not
24 seen any of you here. But I personally think we need
25 something here. We can't just have nothing.

1 So I was wondering, maybe you want to come to
2 an Aviation meeting and say something, or maybe some of
3 you want to comment right now? What?

4 MR. MOLL: I think it would be better at an
5 Aviation Committee Meeting, so.

6 MS. GABERT: So, we are having one next week,
7 Wednesday morning at 8:30.

8 MR. MOLL: Two weeks.

9 MS. GABERT: Two weeks, excuse me.

10 MR. MOLL: May 10th.

11 MR. WARNKE: Two weeks.

12 MS. GABERT: But you can call any one of us if
13 you want -- we're reachable -- and comment.

14 AUDIENCE MEMBER: Yeah, if you can't comment,
15 it's worthless to come.

16 MR. MONNETT: Let me address this about the
17 building, here.

18 COURT REPORTER: Is this John?

19 MR. MOLL: Yes.

20 MS. GABERT: John Monnett.

21 MR. MONNETT: -- and it is a little
22 delapidated, and I mean that in the most cynical terms.
23 It's--

24 We had a plan or a plan was put forward -- I
25 don't know whose harebrained idea it was-- but that

1 this building had to come down, and again, to spend
2 more taxpayers' money to replace it; instead of being a
3 little creative and having other concerns evaluate the
4 actual condition of this building. Maybe one
5 concern -- I don't know, was it Omni? -- I don't know
6 who did it. But we have to have several companies look
7 at the condition of this building.

8 So we have to be a little creative about how
9 it can be repurposed without, again, spending a lot of
10 taxpayers' money to just destroy this building.

11 There are many people, successful businessmen
12 in Oshkosh, people like the owners of Park Plaza. They
13 have architects that have volunteered to look at the
14 building and its condition, and come up with plans for
15 repurposing, etcetera.

16 So it's really important that before we lose
17 this building -- which is a pretty damn nice-looking
18 building, I think -- and with again, a little energy
19 and maybe public input, we can look at repurposing it.
20 It's a shame to just think about tearing it down.
21 That's the dumbest thing I've heard in a long time.

22 MR. MOLL: Rick?

23 MR. LARSEN: Rick Larsen, 3000 Poberezny, with
24 EAA. Peter, you mentioned prioritization of these
25 projects a number of different times.

1 You have only mentioned two that you said were
2 at the top of the list, the -- the Extension of the
3 Taxiway into the Business Park and Taxiway Alpha.

4 Do you have the other 11 items prioritized;
5 and if so, is that available to us so we understand
6 what your thinking is from a priority standpoint?

7 MR. MOLL: Not at this point, no. Because as
8 we develop the list, this is kind of a collaboration
9 between the State Bureau of Aeronautics, Airport
10 Management, and the Federal Aviation Administration
11 Airport District Office, ideas of what the future could
12 be.

13 Again, these are not set in stone; I mean,
14 these are just potential projects that could happen in
15 the future.

16 MR. LARSEN: Again, I guess --

17 MR. MOLL: Yeah.

18 MR. LARSEN: My question then is, if you don't
19 have it prioritized and you don't present it in a
20 prioritized fashion, if funding suddenly becomes
21 available for Number 13 on the list, is that what you
22 do?

23 MR. MOLL: Well, no. What we do is, as we
24 have the need for those projects, we -- obviously, the
25 Aviation Committee is going to have to vote on it, the

1 County Board is going to have to vote on it. Because
2 we are going to then go to the tenants and say: Hey,
3 here's our next project that we were thinking of
4 working on.

5 So, in that case, that is really where the
6 prioritization occurs. In our minds, we probably have
7 a vague idea of what might come next. But on paper,
8 no, it's not a 1, 2, 3, 4, 5, right down the line. You
9 know, a lot of it depends on the needs at the Airport,
10 first of all.

11 Like I said, I know the hot topic -- I knew
12 the hot topic today was going to be converting the
13 diagonal runways to taxiways. Again, that was an idea,
14 but if we don't put that on paper in a petition, then
15 the petition, the amount of funding may not be
16 available in the future. So if we have it down on
17 paper as a recommended or as a possible project, again,
18 it's not set in concrete; and it's not closing
19 tomorrow -- none of them are closing tomorrow --
20 they'll still be there.

21 At the very earliest, I would imagine, the
22 very earliest, five years down the road -- the very
23 earliest. And I don't even think that's going to
24 happen. They will still be there.

25 MR. LARSEN: I guess, wouldn't the

1 prioritization of these projects be driven by whatever
2 strategic plan that you may have for the Airport?

3 MR. PELTON: Well, I would guess I would jump
4 ahead of that, based on what I just heard and say, you
5 have heard a lot here today --

6 MR. MOLL: Yes.

7 MR. PELTON: -- and you expected the runway
8 issue --

9 MR. MOLL: Yes.

10 MR. PELTON: -- and yet you just talked in a
11 circle around the fact that you still didn't put them
12 on the list, and the prioritization may or may not
13 happen. That's the fundamental problem we have here.
14 They should be taken off the damn list --

15 MR. MOLL: Oh,--

16 MR. PELTON: -- and we shouldn't even be
17 talking about this, because as long as they are on
18 there, we're going to continue to come back until you
19 get them off the list--

20 MR. MOLL: That's right.

21 MR. PELTON: And you are out there seeking
22 funding for something nobody wants. That's
23 irresponsible, that's poor management --

24 MR. MOLL: Well, I--

25 MR. PELTON: -- and I think back to your

1 comment relative to the terminal project, we're five--
2 I have been here for five years, I have a place that I
3 live in here. We've talked about the terminal for five
4 years. We-- I mean, at least childbirth takes nine
5 months for sure. We can't get anything done here; this
6 is insane.

7 MR. MOLL: Going back to your question
8 about the -- We have a lot of these projects -- in
9 fact, all of them are on our Airport Layout Plan that
10 we have developed with the FAA and with the State
11 Bureau of Aeronautics. I have a copy up here, if you
12 want it-- it's not approved yet-- it should be approved
13 any-- probably in the next month or two by the FAA. So
14 you're welcome to look at that afterwards. All of
15 these projects are on there.

16 But again, the timing, actually when, what
17 particular year, and what the funding levels are
18 available are-- that's not determined at this point.
19 But again, the purpose of this petition package is to
20 make sure that they are on the list so that if there
21 are future funding needs, we'll get to those, and then
22 they'll be on paper and on the record.

23 MR. HIBBEN: Chris Hibben, again. So correct
24 me if I'm wrong, but do these things have to be on the
25 list to either get funding or to be demolished?

1 MR. MOLL: Yes. They have to be on the list.

2 MR. HIBBEN: So you're asking-- You're asking
3 to be demolished, which is probably cheaper than
4 rebuilding them; correct?

5 MR. MOLL: Well, as-- as an option, yes.

6 MR. HIBBEN: As an option.

7 MR. MOLL: Because--

8 MR. HIBBEN: So why not just put it on the
9 list to be rebuilt?

10 MR. MOLL: That was -- that was not an option
11 when we--

12 MR. HIBBEN: Why wouldn't it be an option?

13 MR. MOLL: Well, we can. We can have
14 another-- We can have another petition hearing next
15 month if we wanted to, and add that.

16 MR. HIBBEN: I mean, the option should be
17 there instead of taking it totally out.

18 MR. MOLL: No, I'm going on--

19 MR. MONNETT: It's obvious that nobody had the
20 idea to rebuild this building.

21 MR. MOLL: Right.

22 MR. MONNETT: It was you -- you prioritized
23 just taking it down for whatever reason.

24 MR. MOLL: That was the recommendation of the
25 County Board and the County Aviation Committee.

1 MR. MONNETT: You're making those
2 recommendations to the County Board, so the County
3 Board ought to be smart enough to figure out what that
4 entails, and then that's why it hasn't happened.
5 Because there's a ground swell of opposition to not
6 only tearing this building down but the cross-runways,
7 etcetera.

8 And as long as you are led down-- You lead us
9 down that path, that's what's going to happen. You
10 can't answer to the question of why that idea is
11 viable, when rebuilding isn't.

12 MR. MOLL: Yeah.

13 MR. MONNETT: Why that was never considered in
14 the original proposals is beyond imagination.

15 MR. HIBBEN: Let me also, real quick, you said
16 that we can put a petition in to redo the runways,
17 also; correct?

18 MR. MOLL: Correct.

19 MR. HIBBEN: Within the next month?

20 MR. MOLL: Correct. Yes.

21 MR. HIBBEN: Are we doing-- Could we-- Could
22 we have a petition for that, to rebuild the runways
23 also within the next 30 days?

24 MR. MOLL: I can do that.

25 MR. HIBBEN: Okay.

1 MR. MOLL: I think Bob was next.

2 MS. GABERT: Okay. Go ahead, Bob.

3 MR. WARNKE: The only thing I want to say
4 about the terminal -- and I'm not going to debate it
5 because everybody is putting their thoughts forward.

6 We did have people look at resigning this
7 building. And there is nothing they could come up with
8 to split it off.

9 And also, there's the-- there's the issue of
10 the heating and cooling in here. We're paying over
11 \$140,000 a year just to do that for a few offices.

12 And I don't know what can be done if the
13 engineers don't know what to do with it, how are we
14 supposed to know what to do with it? And also, by
15 building smaller, what-- we've been told that we need
16 to generate more money out here. So this is one of the
17 things that we're trying to do. By ripping this down,
18 it's going to open up some prime property here. This
19 is like lakefront property here, and we are going to
20 build hangars and we would like to build hangars, and
21 we also would like to get some commercial businesses in
22 off of 20th Street. That's part of the idea. So we're
23 downsizing it.

24 And you look at what's here and what used to
25 be here. I mean, I used to come out to this airport

1 every day when the airlines was here, and it was -- it
2 was just a busy place, but it's not like that anymore.
3 It's outdated, and the mortar is falling apart, the
4 roof is shot, which is a million dollars.

5 So if you want to stick that kind of money
6 into it and still have what you got, fine. But that's
7 my thoughts on it, and that's why we've been pursuing
8 it.

9 The statement that was made, "This is the
10 dumbest idea that they ever came up with," I don't
11 agree with that; not whatsoever. I think it's a great
12 idea. And we have been visiting other terminal
13 buildings. We were just in Waukesha this weekend and
14 they got a beautiful terminal building, and their
15 airport is just flourishing like crazy, and this is
16 what we're trying to do. So that's all I got to say.

17 MR. MONNETT: I would suggest that you find
18 better people to look at what-- how this building can
19 be utilized. It's pretty simple that, you know, if you
20 look at one individual or one company and they can't
21 come up with a solution that they are obviously not
22 competent.

23 MR. WARNKE: Well, I don't agree with that.

24 MR. MONNETT: Well, I disagree with your
25 statements.

1 MR. MOLL: A question from Jim in the back?

2 MR. BUSHA: Jim Busha, B-U-S-H-A, 2385
3 Burnwood Drive. I've been a tenant here for 17 years,
4 a citizen for 54. I served my community for 30 years,
5 and I just want to point out some observations. And
6 mainly for the County Board members that are present
7 and the Aviation Committee.

8 Look around the room and look at the passion
9 in this room from the users of this airport, the
10 pilots. I think you're missing a big point. There's
11 no interaction between the tenants and the Airport;
12 that's obvious today. I think there's some -- there's
13 a silent majority in here.

14 Bob, you talked about not letting people
15 comment. Harold brought it up. And we need comments
16 at the Aviation Committee meetings. I've been to
17 those, and I can't tell you how many times I wanted to
18 comment on something.

19 I'm a pilot; I'm a user; and it affects me;
20 and when these runways are closed like they are now, I
21 equate this to draining a lake for a boater. It's the
22 same thing; it affects us. I have two tail-wheel
23 aircraft. I need cross runways. I need runways when
24 the winds are out of those directions. I also need
25 grass.

1 And I think you also need to look at Wittman
2 Field. I was on a conference call with Sean and Rick
3 and Jack with the top FAA official when we talked to
4 him about these runways, about the talking of closing
5 them, and he said, "That's the craziest thing I've ever
6 heard." This is the top FAA official in Washington --

7 AUDIENCE MEMBER: Airports.

8 AUDIENCE MEMBER 2: Airports.

9 MR. BUSHA -- Airports, who said, "Oshkosh is
10 considered a unique," -- and I want to underline that
11 word "unique" -- "airport."

12 We are above most every airport in this
13 country because of this event we put on. You are
14 losing that fact. We are the Sport Aviation Capital of
15 the World. Look at the businesses we have: John
16 Monnett's Sonex. We have Fox Valley Tech. that teaches
17 people to fly. Basler. Turbo Conversion. I can go on
18 and on and on. CR Meyer.

19 Why aren't we looking at that? We can argue
20 all about the terminal and we can argue about the
21 runways, but let's all join forces. Let's put our
22 differences behind us. We all need to work together
23 because we're -- this airport could be a lot greater
24 than it truly is.

25 I have two hangars here. I'm a proud resident

1 of this community. But this airport can be so much
2 more if we all work together.

3 And you, as County Board members, you need to
4 hear my voice: I'm formally requesting that we be
5 allowed, as tenants, to form a committee to either
6 consult with the Airport or consult with the Aviation
7 Committee. These are the experts in this room.

8 And no offense to anybody on the Board, but
9 you're not the experts -- I'm sorry to say that --
10 these are. (Indicating) These aviation people here
11 are. They have contacts in Washington. They have
12 contacts locally.

13 And Peter, no offense to saying you can't do
14 your job, but you've gotta listen to us. We need the
15 things we need.

16 We want to bring in flight schools. I've got
17 a guy down in Hartford who wants to bring his operation
18 up here, but he needs grass to do it. This is not ever
19 going to be North Central, the Blue Goose flying in
20 here again; it's just not gonna happen. That's the
21 past. They are not putting soda pop back in glass
22 bottles, either. So let's put that behind us.

23 But let's focus on making this the Sport
24 Aviation Capital of the World, because that's what it
25 is. You can go anywhere in this world -- not country,

1 but world -- and Mr. Pelton can address that -- you
2 mention the word "Oshkosh" and the first thing is
3 either "Oshkosh B'Gosh" or "EAA."

4 I think we all need to focus on making this
5 airport greater. And I'm sorry to babble on, but I
6 believe in this; I'm passionate about this community;
7 I'm passionate about this airport.

8 And again, I am making a request that the
9 experts in this room be allowed to give their advice;
10 seek counsel from them, and their expertise how to move
11 this forward. Thank you.

12 MR. MOLL: Harold?

13 MR. SINGSTOCK: Yeah. I want to get something
14 clarified here, too. I'm a County Board member, and
15 I'm a member of the Aviation Committee, and I just want
16 it clear for the record.

17 The County Board never was presented an option
18 A or B. I'm not saying which one I'm for, but I'm
19 saying the County Board never was given that option,
20 and I will defend the County Board.

21 MR. MONNETT: I'd like to talk a little bit
22 about history. In 1982, I moved my business here from
23 Illinois. I was the first business that catered to the
24 sport aircraft industry or what we know as the EAA
25 basic premises, and I'm still the only one on the

1 Airport.

2 Now, we are trying to attract the aviation
3 industry with the new air park and at the same time
4 degrade the facilities at the Airport. It's just
5 insane. We can't-- We can't attract businesses like
6 mine without the facilities, and part of those
7 facilities are, as we talked about, grass runways,
8 cross runways that are safer to operate out of and
9 available most of the time during the year.

10 Take a look at it. We're just starting to get
11 nice weather -- not today. But, you know, the
12 disadvantage that Wittman Airport has and Oshkosh has
13 to attract businesses is that we have fricking winter.
14 So we have to utilize this facility as best we can.
15 And it's very easy for me to go to Florida and put up a
16 building; I can fly year-round.

17 The reason that I was here before the EAA is
18 because I knew the EAA was coming here; and that's the
19 unique attraction to this airport, period. For any
20 other reason.

21 I know probably some County Board members
22 think, oh, it's probably just those elitist guys that
23 can afford airplanes that fly in and out. But we know
24 it's a lot bigger than that, the commerce that it's
25 produced from everybody that utilizes the Airport like

1 Oshkosh Truck, etcetera. Even ourselves, this is a
2 fine facility for doing the testing that we need to do.
3 There are some safety issues, of course, with runways.
4 Nobody knows that better than me.

5 But we have to continue, the County, to look
6 at making this a more attractive place than degrading
7 it.

8 MR. MOLL: Any other questions, comments?

9 MR. BARCLAY: I have one comment. Al Barclay.
10 3221 Elk Ridge Drive, Oshkosh. One of the things that
11 I see at this airport, we talked about buildings, we
12 talked about the future. We've got a beautiful
13 building here, and I just heard the comment about
14 putting some-- fixing the brick by putting some new
15 mortar in it.

16 I think we need to look at what we've got and
17 start maintaining it. That may take some money, but
18 it's a hell of a lot less than what, five million
19 dollars we're talking for a terminal. It starts at the
20 grass roots. We've got hangars that they tore down
21 over there that hadn't been touched in probably 20
22 years.

23 Now, I don't know who-- I'm not blaming the
24 Airport, but somebody's in charge of directing what the
25 Airport should do; somebody's in charge of the monies;

1 and in the end it all comes back -- airports bring
2 business. I've been in this business since 1959,
3 thirty-four years with Delta Airlines, and I know
4 business. Business comes where airlines are, where
5 airports are. It brings money to the community. And
6 we're not maintaining what we have. And somewhere,
7 someplace, got to get their head on straight and say,
8 in the budget, you've got to maintain things, too, not
9 just let them fall down.

10 We've got a mess here with this terminal. And
11 we're talking about when this work should've been done
12 20 years ago -- furnaces, roof fixed, or whatever,
13 insulation. It should have been done over a long
14 period of time where it was within the thousands of
15 dollars and not in the million dollars to do it, so.
16 The end.

17 MR. MOLL: Additional comments? Yes.

18 MR. LAST: One last comment about, the
19 gentleman here from Snap, what he said. Back in
20 February when I brought this issue to the County Board
21 about the funding, at that time, I mentioned many
22 examples that other counties and cities used for
23 refurbishing, demolition, construction. I'm surprised
24 that's not in the petition.

25 This building is only what, 42 years old? I

1 mean, I was graduating from high school, then. Well,
2 it's pretty sad that it's in the shape it's in. I
3 don't know how that happened. I brought that up at the
4 Facilities meeting last week. As a taxpayer, I'm tired
5 of that.

6 But I want to ask one last question about the
7 diagonal taxiways, it's bothered me. If it was
8 recommended by somebody, okay, and in your opinion and
9 as you heard today, it's a bad idea; nobody wants to do
10 it. Can you explain to me why we are petitioning for
11 it, then? Give me your opinion: Are you for it,
12 against it, or are you indifferent?

13 MR. MOLL: Any time you close a runway, you're
14 losing. I know that. I'm not sure where I stand on
15 it, yet. I'm not-- I'm not exactly--

16 (Audience noise)

17 MR. LAST: It's tough to be the Airport
18 Director.

19 MR. MOLL: Yeah, it is. It is.

20 MR. LAST: I want to know--

21 MR. MOLL: Let me put it this way. Our budget
22 every year does not allow us to reconstruct that
23 runway. The FAA has said there is no money available
24 for that because our primary runways are their
25 priority.

1 The State Bureau, this past, earlier this week
2 when we were at the Aviation Conference, said it's
3 questionable whether they would even provide money for
4 the reconstruction of those. That's--

5 Those runways have been in place since before
6 1945. You know, they have been overlaid, they've been
7 milled, and reconstructed in portions. You know,
8 it's -- I'm --

9 From a pilot's standpoint, you know, I'm not a
10 pilot, but I understood how that works -- I want to
11 keep those; I absolutely want to keep those.

12 (Audience noise and speaking briefly.)

13 MR. MOLL: From, a maintenance standpoint what
14 is it adding for us? From a maintenance standpoint,
15 it's difficult for us, as the Airport, to continue to
16 maintain those runways and to plow them every snowfall.
17 I know the question was brought up earlier, they are
18 closed more often than they seem to be open.

19 AUDIENCE MEMBER: Yeah.

20 MR. MOLL: No-- Not -- Because of projects
21 we've got going on on runway 9/27 and they cross those,
22 that's why they're closed a lot. We don't, you know,
23 we chose-- We don't want to.

24 MR. MONNETT: Historically, Peter, before any
25 of this construction went on, those runways were closed

1 way more than they should have been.

2 AUDIENCE MEMBER: Exactly.

3 MR. MONNETT: Everybody here knows that. I
4 mean it's ridiculous--

5 MR. MOLL: Well, obviously, there's a reason
6 for it. But I'm not going to debate-- get into that
7 debate--

8 MR. MONNETT: When are you going to be an
9 advocate for that? Now?

10 MR. MOLL: Okay.

11 MR. MONNETT: Make up your mind.

12 MR. MOLL: All right.

13 MR. MONNETT: Are you for these runways or
14 not?

15 MR. MOLL: Well, I'm for it.

16 MR. MONNETT: Okay. Then you're the one that
17 goes--

18 MR. DANIELS: He just said he's for keeping
19 the runways open. So why is it on the petition to turn
20 them into taxiways?

21 MR. MOLL: Because-- Only because we are
22 looking, if there is going to be a project in the
23 future to either change it to a taxiway, we have to
24 have the money and the project identified. Like I
25 said, we may never do that but if I don't have it on

1 paper--

2 MR. DANIELS: But if we don't want it and you
3 are for keeping them open --

4 MR. MOLL: Right.

5 MR. DANIELS -- then why are they on the
6 petition to turn it into a taxiway just because money
7 might be there to turn them into a taxiway? Why aren't
8 they on a petition to approve them?

9 COURT REPORTER: I will need your name--

10 MR. MOLL: They will be. They will be.

11 MR. DANIELS: Wayne Daniels.

12 COURT REPORTER: One at a time.

13 (Numerous people speaking simultaneously.)

14 MR. MOLL: Whoa, stop, stop, stop. We can
15 debate this afterwards.

16 MR. DANIELS: Wayne Daniels, 3778 Red Oak
17 Court.

18 COURT REPORTER: Thank you.

19 MR. MOLL: All right. We'll get into that--

20 COURT REPORTER: We'll need to speak one at a
21 time. Thank you. Sorry.

22 MR. MOLL: Chris?

23 MR. HIBBEN: Can we put into the record the
24 date that the new petition to save the runways, to fund
25 the new runways is? You said within 30 days so--

1 MR. MOLL: Well, I didn't s-- it will depend
2 on her schedule, too, and when can we have the notice
3 of public hearing--

4 MR. HIBBEN: Well, 30 days is a long time; can
5 we at least try to get that date out within the next
6 two weeks?

7 MR. MOLL: I'll see what my schedule is, and
8 I'll have to submit another package to the Bureau and
9 get that going. I'll do my best.

10 MR. HIBBEN: Thank you.

11 MR. MOLL: Any additional comments, questions?
12 Okay. (Pause)

13 Otherwise, as I'll reiterate, the comments--
14 written comments can be submitted to the Airport
15 Administration Office by the close of the business day
16 one week from today, Thursday May 4th, and -- at
17 4:30 p.m.

18 So if there are no other comments, questions?
19 And Wayne has one.

20 MR. DANIELS: Peter?

21 MR. MOLL: Yes.

22 MR. DANIELS: This meeting, I believe, was
23 scheduled from 10:00 a.m. until noon, and you are not
24 allowing debate; is that because we were short of time?

25 MR. MOLL: No. No. It's--

1 MR. DANIELS: Why is it?

2 MR. MOLL: Public hearings are not a debate
3 issue. It's just to get the comments from the tenants
4 and from any other interested parties on these
5 projects. We did that. But we are not going to
6 debate. That's what the petition-- That's what a
7 public hearing is.

8 MR. DANIELS: So we don't really want to know
9 what the users --

10 MR. MOLL: I do want to hear. You know, if
11 people would come to my office or call me and ask, I
12 would gladly talk to them. But I don't get too many of
13 those.

14 MR. DANIELS: Because we get a deaf ear.

15 MR. MOLL: How's that? We are not going to
16 debate it. Just come to me later, so.

17 MR. MEIDL: One last thing. Meidl, again,
18 Tom. Pete, you and I have talked about this for years.
19 What it really comes down to on this airport is your
20 maintenance budget.

21 MR. MOLL: Yes.

22 MR. MEIDL: That's what ruined Hangar Five,
23 that's what ruined the Wittman Hangar, --

24 MR. MOLL: Yeah.

25 MR. MEIDL: -- that's what ruined the Terminal

1 Building, the old Terminal, the Runways whatever. The
2 other one nobody is even talking about, too, are the
3 old Basler white hangars over here that are in tough,
4 tough shape.

5 MR. MOLL: Yeah.

6 MR. MEIDL: Perhaps the committee should look
7 at upping your maintenance budget, and we should start
8 over at square one where we maintain what we have, and
9 we all know that during the years the budget got cut
10 and your predecessors were rewarded for those budget
11 cuts. I know that's not the policy now. But that
12 really hurt the Airport. That's when all the projects
13 and the money for maintenance went out the door.

14 So I think that's something the Committee
15 really needs to look at, is, let's get back to
16 maintenance. If it needs a new roof, fix the roof. If
17 it needs to new brick mortar, tuckpoint it and get it
18 done. If you've got to do some cracked ceiling, get it
19 done. And he's got to have the money to do that, and
20 that's up to you to fight for him to get that money
21 from the County Board to maintain what we have.

22 MR. MOLL: Okay. A question way back there.

23 MR. MARSHALL: Chris Marshall, 2491 Burnwood
24 Drive. A quick question. Are you allowed to rent out
25 the facility for community events and generate revenue

1 in that manner?

2 MR. MOLL: This facility?

3 MR. MARSHALL: Yes.

4 MR. MOLL: Yes.

5 MR. MARSHALL: Because I wanted to point out
6 that last month, there was a hugely successful event, a
7 local pancake breakfast, so that demonstrates that
8 people are willing to come and use the facility.

9 I am kind of looking around at open space that
10 could be used either for musical events or for
11 community arts; so that would be one way of
12 reintroducing the public to the building and receiving
13 funds for hopefully improving the building and making
14 it something that the community wants to visit.

15 Other alternatives would be an airport
16 restaurant or something else to make the entire airport
17 an inviting place to come, instead of something that is
18 kind of kept at arms-length with tall fences. Thanks.

19 MR. MOLL: I think Tom had a question.

20 MR. KONETZKE: Peter, I had thought that we
21 explored possible tenants for years at this building.

22 MR. MOLL: Ah-huh.

23 MR. KONETZKE: We advertised to rent it out or
24 whatever. Did we do that?

25 MR. MOLL: Yes. We did.

1 MR. KONETZKE: Okay. And also, do we have the
2 wrong time for our meetings? Because I hear a lot of
3 comment, here. I love to hear this.

4 MR. MOLL: Yes.

5 MR. KONETZKE: I think we are here to serve.
6 I'm an Aviation Committee Member. I think we are here
7 to serve everybody in town here and what are we doing
8 wrong? Is it not on the agenda? They are able to call
9 and put it on the agenda; right?

10 MR. MOLL: Correct.

11 MR. KONETZKE: Is the time wrong?

12 MR. MOLL: Maybe.

13 MR. KONETZKE: We're doing something wrong,
14 here. Or we have done something wrong in the past.
15 How can we fix that? I love to hear these comments.
16 I've been looking for them almost every meeting.

17 MR. MOLL: Sure.

18 MR. KONETZKE: There's hardly any comments.
19 Either not on the agenda or they can't make the
20 meetings. I feel like maybe we-- I failed our pilots
21 or our users. I'm sorry about that but it was not
22 intentional. I welcome all the comments, here.

23 MR. MOLL: Sure. I think it's something that
24 the Aviation Committee needs to bring up then if you
25 are considering a change in time and date. I don't set

1 the time and date, the Committee does.

2 MR. KONETZKE: I know. Well, I'm willing to
3 listen. I like this. I want this.

4 MR. MOLL: Bring it up at the next meeting.
5 Maribeth?

6 MS. GABERT: Two things. We will bring that
7 up at the next meeting, I think, about the time and
8 date and all that stuff.

9 MR. DANIELS: And comments.

10 MS. GABERT: J.T., on the maintenance, you are
11 going to hear this and I'm probably going to get
12 browbeaten for this. But the County doesn't maintain
13 much of anything.

14 MR. MEIDL: I know that.

15 MS. GABERT: We don't.

16 MR. MEIDL: I know that.

17 MS. GABERT: We haven't. And so we just let
18 it run down, and then all of a sudden this roof is
19 a million-and-a-half dollars. Well, this was a million
20 and now it's a million-and-a-half because we've been at
21 this game with this building for three-and-a-half
22 years, at least. So now that went up.

23 And we have a roof -- the facilities has a
24 roof replacement program. I don't think this one is in
25 it, because we were headed in a different direction.

1 The "we" could be me, the "we" could be the
2 County Board. The "we" could be the Aviation.

3 I'm really disgusted with what I've heard
4 today about how you guys feel about things. It's
5 disgusting that we're not taking care of these tenants.

6 I am an advocate of this Airport and of EAA,
7 and I say that and I don't think anybody listens; but I
8 believe what you've all said that this is
9 deteriorating. And it's sad for me to hear, because
10 there's a lot of stuff going on here, and a lot of good
11 people are pilots, and they're not all millionaires,
12 which was mentioned at a County Board meeting, "Ah,
13 it's for the rich people," which -- eehh-- just got me
14 excited.

15 So this, I believe that this building could be
16 repaired. It will be over a million, it will be
17 probably two.

18 MR. BARCLAY: How much to tear it down?

19 MS. GABERT: That's in the five million.

20 MR. BARCLAY: One point three million, you
21 say--

22 MS. GABERT: Yeah.

23 MR. BARCLAY: I mean, come on.

24 MS. GABERT: Yeah. So, the history is here,
25 Steve Wittman, the history is here. And I've been

1 around a long time to know about the history.

2 So, I'm glad you all came and I think when we
3 have our meeting, we need to change some things about
4 how people can talk and about when we meet, and perhaps
5 if we have to meet at night, we meet at night. Some of
6 the other committees meet at night and that's okay with
7 me, or late afternoon, so people can come.

8 And these gentleman and women here, these are
9 the people we've been wanting to come to the meetings
10 and comment, and now we're hearing it today. So that's
11 that, about the maintenance and you all know that.

12 Now, my question to you, Peter, is you have
13 this list of 13.

14 MR. MOLL: Ah-huh.

15 MS. GABERT: Can we take something off of
16 there? It hasn't been submitted, yet.

17 MR. MOLL: Or just not do it.

18 MS. GABERT: Or just not do it? Why leave it
19 on there?

20 MR. MOLL: Well, it's already published in the
21 newspaper so that, and it's also listed on the public
22 record here that -- that it was-- that we were going to
23 petition.

24 MS. GABERT: So we could have another public
25 hearing --

1 MR. MOLL: Yeah. We could have another public
2 hearing--

3 MS. GABERT: -- and get it off the list?

4 MR. MOLL: Yes. The proper way to do it is
5 that way, to have another public hearing.

6 MR. HIBBEN: Just so I know, when can we have
7 our next public hearing for our petitions?

8 MR. MOLL: We'll get it done as fast as we
9 can. I can't give you a date and a time, right now.

10 MR. HIBBEN: Everybody's e-mails are on that
11 sheet. Will we be notified of this?

12 MR. MOLL: Yes.

13 MR. DANIELS: I have a question.

14 MR. MOLL: I'm sorry, Wayne has a question.

15 MR. DANIELS: In regards to maintenance, if
16 we're going to tear this building down for five million
17 dollars and build a new one, all one cost, if we build
18 a new one, are we going to do any maintenance on it, or
19 are we just going to let it go to hell, again?

20 MR. MOLL: No.

21 (Audience noise)

22 MR. MEIDL: If I buy a car from Bergstrom's
23 for \$20,000, I've got to do regular oil changes, put
24 brakes on it every couple years, or scrap it and go buy
25 another one for \$25,000. We've got to do maintenance.

1 MR. MOLL: Yes. I understand. Yeah. It's
2 not that we haven't. Sean?

3 MR. ELLIOTT: I'm Sean. Just a quick question
4 for our County Supervisors. One of our key
5 decisionmakers is not here today and that's our County
6 Executive, Mark Harris. And Mark really needed to see
7 everything that has transpired here; why wasn't he
8 here?

9 AUDIENCE PERSON: Great question.

10 (SEVERAL AUDIENCE PERSONS:) Good question.

11 MR. ELLIOTT: He needs to be involved and
12 understand all the dynamics of what's going on here.

13 MR. KONETZKE: Peter?

14 MR. MOLL: Mr. Konetzke?

15 MR. KONETZKE: Folks, I don't want to catch
16 you off guard, but if you have any suggestions for
17 times and days, give Peter a call. I know you probably
18 can't think about that somewhat-- give Peter a call and
19 suggestions -- maybe we can work it out at a better
20 time. Show your input. If the time of our meetings
21 are wrong, can we improve on that? Give Peter a call
22 and maybe we can make it work.

23 MR. MOLL: Joe?

24 MR. NORRIS: Joe Norris, again. The comment
25 on the meetings. I think the other important part of

1 that process is notification. We need-- I mean
2 everybody that's a tenant here I think pretty much
3 everybody has email, so it's not-- it doesn't cost a
4 lot in time or money to get an email out and say: Hey,
5 there's a public hearing on this issue or there's an
6 aviation meeting at this time.

7 Half the time, if we don't read the paper --
8 and I don't know who does anymore -- we don't know
9 about these things going on and we might want to be
10 there, regardless of what time it is. I think it's
11 important to have it at a time when most people can get
12 there.

13 But I also think it's important to get people
14 notification so we know to be there. So notification
15 is a real key to that. I'd like to see a better job of
16 that.

17 MR. DANIELS: Another thing you can probably
18 do as far as the meetings is maybe alternate -- people
19 have different schedules. Maybe this month, even
20 months you hold it on Wednesday mornings; on odd months
21 you hold it on Wednesday evening.

22 MR. MOLL: Thank you.

23 COURT REPORTER: I do have to mention that we
24 marked Exhibit 1.

25 MR. MOLL: Okay.

1 COURT REPORTER: Exhibit 1 is marked, which is
2 that Notice--

3 MR. MOLL: Public notice.

4 COURT REPORTER: -- of Publication.

5 MR. MOLL: Yep. So, John, did I see a hand?
6 Okay.

7 If there are no other comments, questions, I
8 would consider this public hearing closed, then.

9 If you have questions, we will be here for a
10 while yet, and I appreciate your time and effort to
11 come out. Thank you.

12 (Hearing adjourned at 11:10 a.m.)

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1 STATE OF WISCONSIN)
2 COUNTY OF FOND DU LAC) Ss.

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4 I, KATE F. WORTH, RPR, do hereby certify that I am a
5 Notary Public, Assistant Official Court Reporter for the
6 Circuit Courts in the State of Wisconsin, and that I am a
7 Registered Professional Court Reporter;

8 That I have carefully compared the foregoing pages
9 with my stenographic notes and that I believe the same is a
10 true and correct transcript of the Public Hearing held at
11 Wittman Regional Airport in Oshkosh, Wisconsin; proceedings
12 heard on April 27, 2017, and that I reported and transcribed
13 the hearing to the best of my ability.

14 Dated this 10th day of May 2017.

15

16



17

Kate F. Worth

18

Registered Professional Reporter

19

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20

kate@worthreporting.com

21

22 My notary commission expires

23 October 12, 2018.

24

25