

FILE

BEFORE
THE OHIO POWER SITING BOARD

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PUCO

In the Matter of the Application
Of Buckeye Wind LLC for a Certificate
To Install Numerous Electricity
Generating Wind Turbines in
Champaign County to be Collected at
An Electric Substation in Union Township
Champaign County, Ohio

Case No. 08-666-EL-BGN

DIRECT TESTIMONY OF MELANIE KENDRICK

Q.1. Please state your name and business address.

A.1. Melanie Kendrick, Community Development Director for the City of
Urbana. 205 S. Main Street, Urbana, Ohio.

Q.2. What is your educational background?

A.2. I have a Bachelor of Arts degree from Wright State University, majoring in
Social Work, minoring in Urban Affairs, with a certificate in non-profit
management. I also have a Masters in Public Administration, with an emphasis in
Planning and Economic Development, also from Wright State University.

Q.3. How long have you been employed with the City of Urbana

A.3. I have been employed with the City since August 2005.

Q.4. Can you give us some general background of Grimes Field?

A.4. Warren Grimes officially presented Grimes Field (174) to the City of
Urbana on August 6, 1943, which consisted of only a large field and a tent
sheltering his two Luscombe airplanes. By late 1943, two sod runways, the first
Grimes hanger, and an office building had been built. The unique "round barn"

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hanger was expanded in 1959, and in 1961, the two sod runways were lengthened and a paved runway was constructed.

Q.5. Is there an existing plan for development of Grimes Field?

A.5. In 1986, the first master plan for the Airfield was developed with Aviation Planning Associates. The plan sited that the Grimes Division of the Midland-Ross Corporation operated the field and based 19 aircraft. The Grimes Field Master Plan of 1986 outlined a 20-year development plan (through 2005) and was prepared according to standards set by the Federal Aviation Administration. This plan recommended to provide a 5,000 foot runway with terminal and aircraft storage improvements that would enable the Airport to attract more corporate aviation. The runway in 1986 was a 3,500 x 75 foot runway (Runway 5/23) with an intersecting turf runway (Runway 1-19), and is noted to not accommodate many large corporate aircraft owned by businesses and industries currently in the Urbana area. The analysis in 1986 further showed an increased potential for businesses to base and operate their aircraft at the Airport if facilities were upgraded. In 1999, an update to the Airport Layout plan had similar recommendations as the 1986 plan.

In 1993, in the Champaign County/City of Urbana Comprehensive Plan, it was identified to further the capabilities of the airport area through its expansion efforts and unique position in relation to the US 68 Bypass project and existing zoning as an industrial manufacturing zone. In July 2000, RW Armstrong performed an environmental assessment and engineering study for the proposed

realignment of the airfield as outlined in the 1986 and 1999 plans. It was noted that obstructions off airport property reduced the usable length of the runway to 3,000 feet, and the need for additional runway length was required for existing users of the airfield. With the realignment of the runway, Grimes Field would gain additional runway length and prepare the airport for future development.

Q.6. Can you give specifics of the realignment project?

A.6 The realignment project included:

- Construction of a 4,400 x 100 foot asphalt runway (Runway 2-20)
- Construction of a 3,000 x 164 foot turf runway (Runway 1-19)
- Construction of a full-length parallel asphalt taxiway to Runway 2-20, four (4) connector asphalt taxiways (A1, A2, A4—400 x 35 ft, and A3—895 x 35 ft)
- Conversion of a portion of the existing runway 5-23 into Taxiway A5 (900 x 25 ft)
- Installation of Medium Intensity Runway Lights (MIRLs) along Runway 2-20
- Installation of Medium Intensity Taxiway Lights (MITLs) along Taxiway A, A1, A2, A3, and A4
- Installation of taxiway reflectors along Taxiway A5
- Installation of new guidance signs on Runway 2-20 and Taxiway A, A1, A2, A3, A4, and A5
- Installation of new Precision Approach Path Indicators (PAPIs) for the Runway 2 approach and the Runway 20 approach
- Installation of new Runway End Identifier Lights (REILs) for the Runway 2 threshold and the Runway 20 threshold
- Construction of a new airfield electrical vault with radio control system for airfield lighting
- Installation of culverts, end sections, and cleanouts
- Construction of collector drainage ditches and infiltration basin
- Construction of a landscape buffer between Taxiway A and the airport's southwest property line.

Q.7. What have been some recent developments at Grimes field for its future?

A.7. Recently, in March of 2006, 224 acres of land adjacent to the north side of the airport was purchased for airport expansion (\$350,000 investment, including

local and federal money), and in 2009, aviation easement agreements and land acquisitions have been entered into, in an effort to further the expansion plans to 5,500 feet within the next four years. Each year, the City continues to utilize its entitlement money toward that effort. The City has plans to submit for design and engineering of the expansion in 2010.

In early 2009, the completion of construction of the Champaign Aviation Museum (a private-public project) and the conversion of the Armory into the Ohio Hi-Point Career Center South Campus showed the further commitment our community has for the success and growth of the airfield. The Champaign Aviation Museum joins newer additions such as the Miami Valley Careflight hanger, the Grimes Flying Lab Museum, the B17 Champaign Lady Restoration project, the Airport Café, Champaign Balloon Festival, Mid-Eastern Regional Fly-In, and the successful aviation mechanics program offered by Ohio Hi-Point Career Center to area students.

Q.8. Can you give a description of current operations at Grimes Field?

A.8. Flights: Approximately 2 flights per hour during normal operations; this data was retrieved from flightaware.com. Peak usage is shown Thursday through Sunday, where flights peak above the available reporting numbers per hour.

Approximately 80-90% of the pilots are visual pilots and recreational users. Local businesses also use the airfield for transactions, including Damewood Enterprises, Tech II, Johnson Welded Products, Mike Major Studios, the Ultra-Met

Corporation, Gosiger Incorporated (a Dayton, Ohio based company), just to name a few.

Careflight. One of three bases for Miami Valley Hospital, began in October of 2005. This operation is currently serving our area and a radius that is approximately 150 miles for the service area. Careflight transports and cares for critically ill and injured patients. The Grimes Hanger services counties north of Dayton, and accounts for 40 % of Careflight operation's total volume.

Ohio Hi-Point Career Center, Aviation Mechanics. Ohio Hi-Point began the aviation program in 2006-2007 school year with five students and currently has 17 enrolled for this school year. Two students of the original five are currently enrolled with higher education programs related to aviation. This program is unique to our state, being the only program in the State of Ohio offering aviation mechanics to our youth. Ohio Hi Point works in collaboration with Sinclair Community College so that the youth may transfer some of their high school classes to receive college credit towards a certified mechanic program.

National Aviation Heritage Area. In November 2004, Congress recognized an eight county region as the National Aviation Heritage Area, in honor of the region's leadership in our nation's aviation history. The new National Aviation Heritage Area (NAHA) joins 26 other heritage areas in existence around the country. Like the Motor City Heritage Area in Detroit, NAHA is one of the few

that represents more than a bygone era of heritage; it embodies an industry that is alive and well, but which is chock full of great history and stories that can only be called the "purest slices of Americana." NAHA consists of 10 historical sites and one member organization. The sites are the National Museum of the United States Air Force, the National Aviation Hall of Fame, the Dayton Aviation Heritage National Historical Park (which includes four sites: Carillon Historical Park, Huffman Prairie Flying Field and Huffman Prairie Flying Field Interpretive Center, Wright-Dunbar Interpretive Center and the Paul Laurence Dunbar State Memorial), The Wright B Flyer, Grimes Flying Lab Foundation, Armstrong Air & Space Museum, Historic WACO Field, and the organization member, Aviation Trail, Inc.

Grimes Flying Lab Foundation. Located at Grimes Field in Urbana, Ohio, the Grimes Flying Lab Foundation is dedicated to restoring the Flying Lab test vehicle, as well as preserving the legacy of Warren G. Grimes, the father of aircraft lighting, an Urbana native. The Flying Lab (a Beech 18) is now operational, participating in national and international shows, as well as offering an opportunity to educate locals and the world about the historical and economic impact Warren Grimes had on the City of Urbana, Champaign County, and the nation. Warren G. Grimes produced his first airplane lights in his garage in 1933. By World War II, Grimes Manufacturing Company had grown to produce lighting for the needs of military aviation. Today, Grimes, a Honeywell company, continues to design, develop and manufacture lighting systems for aviation,

aerospace and transportation industries in the City of Urbana. The Flying Lab museum is open to the public. The Flying Lab served in the Air Force as the C-45. Built in 1953, this C-45H was a valuable tool for Grimes engineers to test and evaluate aircraft exterior lighting systems under various conditions while actually in flight.

Champaign Aviation Museum. Located at Grimes Field in Urbana, Ohio. The Museum's purpose is to restore and preserve historical aircraft specifically but not limited to the aircraft of World War II. It is also the intent of the Museum to operate these aircraft for static and flying displays. It currently houses a B25, C47, a Wright B Flyer, and an A26 Invader. In addition, the Champaign Aviation Museum houses the only flying specimen of a 1932 Pitcarin Autogiro in the world, a unique flying machine that preceded the helicopter. In early October 2009, the museum was given the rare opportunity to host a rare replica of a 1908 airplane designed by Brazilian aviation pioneer Alberto Santos Dumont, called the Demoiselle. This plane is expected to stay in the United States at least a year.

Champaign Lady B-17 Restoration Project. Each week, volunteers flock to the hanger that houses a warbird. Not just an ordinary warbird, but also one of 15 that will be flying in the world out of 12,371 Boeing B-17 Flying Fortresses ever built. Hundreds of volunteers work tirelessly, six days a week, and have logged over 65,000 volunteer hours during the past three and one-half years of the project. This project began in Spring 2005, and is anticipated to be complete in the next

five to seven years, funded through public and private donations, and through volunteer labor.

Q.9 What particular events that take place annually at the airfield?

A.9. Mid Eastern Regional Fly-In. First year Grimes Municipal Airfield hosted the 42-year-old event in September 2008. This is the second oldest fly-in in the country. We had over 200 volunteers, two days of educational seminars covering 25 topics, with over 275 aircraft and 2500 paying adults in attendance, including one Adventurer Scout troop (flew in and camped there), three Boy Scout troops, and six Girl Scout troops. In 2009, for the 43rd annual fly-in, Grimes field was once again buzzing with experimental aircraft and enthusiasts from across the country, with 400 aircraft and 3000 visitors over the two day event.

Balloon Festival. July 2009 marked the fourth year for the Champaign County Hot Air Balloon Fest, which hosts over 20 balloons for a three-day competition and family activities. This free event attracts approximately 5,000 people to the airport and has grown over the past four years.

Q.10. What is the Economic Impact of Grimes Field to the City of Urbana?

A.10. While it is nearly impossible to estimate the number of tourism dollars brought in by the events, the museums, and the restaurant located at Grimes Municipal Airfield, the entire county and the greater Champaign County region benefits from the use of this medium sized general aviation airport. The commitment the City has received from federal grant dollars and from its users,

visitors, and volunteers is simply astounding for a community of our size. Since the City assumed full operations in 1987, the airport has evolved from a local tax supported area to a self supporting operation. In the past three years alone, approximately \$765,000 in public money has been invested onsite, and private investment is estimated to be over two million dollars in the past few years. Nearly \$550,000 in fuel sale revenues and \$180,000 in rents were generated over the same three-year period. On-site services also include self-service fuel, including 100LL and Jet A. It includes a full service restaurant, two museums, T-hangers, a Careflight base, and an active Pilots club who offer scholarships to Champaign County students pursuing degrees in the aviation industry.

Q.11. Does that conclude your testimony?

A.11. Yes it does.