

## Airport zoning

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Pennsylvania Department of Transportation's air traffic division to file a petition to have the zoning changed to create what is known as an airport hazard area.

Reigle said this term, hazard area, has been misunderstood by most of the people in the area and explained that the purpose of the zoning would be to prevent hazardous land uses from developing around the airport.

"I want to attempt to promote public relations in aviation, and to point out the value of an airport to the community," she said. "I want to try to clear up misconceptions."

What the new zoning would call for is maximum compatibility of land use to air traffic on the airport and surrounding areas. It calls for a designated area 2000 feet long, extending from the end of the runway and fanning out at an angle 15 degrees on both sides.

The farmers and others attending the meeting heard once again that this fan shaped zone would give added safety to pilots taking off or landing at the airport. If wind drift carried the plane to either side of the area during an approach or take off, the plane would not run into any obstacles.

Specifically, no permanent structure could be located higher than 35 feet within the hazard area. And, starting at the end of the runway, structures could not exceed one foot in height for every 20 foot of set-back distance.

Reigle pointed out there are already federal laws that provide for a 1000 foot distance to be free of obstacles. This new zoning would allow for 2000 feet.

The objectiveness of the presentation then began to disintegrate. Reigle told the group how she had personally interviewed people who had signed a petition against the airport rezoning. This petition was presented to the board of supervisors at the April meeting.

"I asked them two questions," she related. "One, who asked you to sign? And two, did you know what you were signing?"

The answer to the first question, she said, was obvious — the Brandts. Herold and Gladys Brandt, owners of the farm adjacent to the airport, have been the key figures in opposing the rezoning in that they are the landowners most greatly affected by the change.

Reigle went on to say that a number of the people she spoke to said they were returning a favor to the Brandts when they signed the petition. Some, she said, told her the Brandts were their friends and they didn't want to see the farm taken away from them.

"The petition," said Reigle, "was an attempt by Brandts to create opposition and defame the airport."

She stated farming is a highly compatible and desirable land use next to an airport.

Concerning the alleged damages to adjacent farmland as a result of downed

and low flying planes, she said farmers get just as much if not more damage from snowmobile traffic, and she said their airport reimbursed the farmers for any damage on the spot—no questions asked.

Reigle's statements brought some audible "no's" from the Brandts, who said they never were paid back for the damages created on their property when a plane hit their harrow and when several landed in their small grain fields.

Donald Hoffer, a neighboring farmer and leasee of the Brandt farm, asked the planning board why the zoning had to extend to the adjoining properties.

"I don't think they have the right to tell the adjoining landowners what they can and cannot do with their land," he stated.

Reigle's attorney pointed out there is legislation pending in the State that will amend the airport zoning law to say that local legislative boards "shall" enact an airport zoning ordinance, rather than its present wording, "may".

Harry Zinger, a township resident, said that the airport doesn't want the land except in case of an emergency—they just want the air space.

Joe Eckenrode, a farmer in the township, stated that the whole thing (zoning revision) wouldn't have to be if the airport owned 35-40 acres on either side of its runway. "It's a cheap way to get the use of the land," he said.

Other statements from the crowd included: the new zoning was attempting to take the rights away from

the Brandts and other farm owners as far as useability.

Defending their petition, Reigle's attorney explained the new zoning would not change the procedure the Brandts would have to follow to erect a corn barn or a silo at the present time.

He told the group that since their farm was zoned in 1975 as R-1, low residential, the Brandts would have to request a variance and get a permit to do the typical farm-type construction. He added that it would take the same procedure if the farm was partially rezoned AP-1.

The Brandts, unable to conceal their emotions, said "It would take nerves of steel to live where we live."

They spoke of incidents where airplanes would take off and would pass so low over their house that the landing lights shown in their downstairs bedroom window.

Just last week, they said, a plane flew between the house and barn and just barely missed the power lines and tree tops between their buildings.

"People don't realize what we're living with," Brandt stormed.

Brandt's attorney then asked the planning board "whose lands are being affected?" He pointed out that much of the affected land was owned by Reigles.

The attorney asked who would police the new zoning regulations. "The airport people can't police their airport now, so who's going to do it—the supervisors, the zoning board, the police?"

Harvey Krall, a farmer whose property is in the approach area on the op-

posite end of the runway from the Brandts' farm, said he'd like to put the noise and the lights of the airport in the bedrooms of each of the zoning board members, and they'd change their minds in a hurry.

The board members, consisting of several farmers, an agricultural engineer, construction contractor, carpenter, and an engineer for Hershey Foods, quickly pointed out they had not made up their minds about the petition.

They listened to the experience of a local farmer who explained that when a utility company wanted to use an area of his farm it bought an easement from him, and suggested the board make the airport buy the easement rather than have it zoned.

"It would be damn cheap for a bunch of guys like you if you didn't," the farmer added.

One of the board members asked the Brandts and the

Reigles to defend their statements that the new zoning would devalue or not devalue the property, respectively.

Mrs. Brandt said she had been told by realtors that their farm had already lost \$1000 an acre in value.

With one last appeal from a neighbor that the board protect every individual, the meeting was closed.

The board members, with arms folded across their chests, leaned against the conference table, and discussed the pros and cons in low tones.

In the mean time, the group of farmers gathered in the lobby and rather loudly discussed their opinions.

When the board members huddle broke up after roughly twenty minutes of discussion, the president Paul Geib announced they were deadlocked in their decision, and would meet again next Wednesday to finalize their recommendations.

## Here's where LeHi preferred stockholders can write

ALLENTOWN — As reported last week in LANCASTER FARMING, a group of preferred stockholders of Lehigh Valley Cooperative Farmers has formed in opposition to the reorganization plans approved by co-op members last month.

The group, called Stockholders Protective Committee, says it plans to file suit against officers and directors of the dairy to stop the plan which would leave them with 15 percent of the face value of the stock they own.

Preferred stockholders interested in joining the

legal action can contact the Committee's organizers.

They include Willard Roth, R 3 Box 148, Coopersburg PA 18036. Roth's telephone number is 215/967-1821.

Also organizing the legal action is Harold Snyder, 2401 N. 5th Street, Perkasie PA 18944. His telephone number is 215/257-7582.

The two men are attempting to locate other preferred stockholders.

They are soliciting inquiries from others who may be interested in their legal action. They have retained a corporate attorney to argue their case.

## Broiler placements up 11 percent

HARRISBURG — Placements of broiler chicks in the commonwealth during the week ending May 10 were 2,525,000, according to the Pennsylvania Crop Reporting Service.

The placements were 11 percent above the corresponding week a year earlier, and nine percent above the previous week. Average placements during the past nine weeks were there percent above a year earlier.

Placements in the 21 key poultry producing states were 81,937,000, one percent

below the previous week and two percent below the same week a year earlier. Average placements during the past nine weeks were virtually unchanged from a year ago.

Broiler-fryers slaughtered in Pennsylvania under federal inspection during the week ending April 30 totaled 2,109,000, with an average liveweight of 4.03 pounds.



## SPECIAL NOTICE OFFICIAL DHIA RECORDS ON COWS FROM SPRINGING BROOK FARM DISPERSAL



TO BE SOLD  
TUESDAY NIGHT  
MAY 27, 1980  
8 P.M.

AT SMOKETOWN QUALITY DAIRY SALES  
(See full sale listing page D30 this issue)

<b>Tidy Burke Transmitter Daug.</b>			
	305d	17,310M	551F
<b>Elevation</b>			
2 yr	305d	14,030M	516F
3 yr		15,040M	616F
4 yr.		18,700M	770F
<b>Tidy Burke Transmitter</b>			
2 yr	340d	17,160M	591F
3 yr	351d	20,540M	769F
4 yr.	389d	26,580M	882F
5 yr.	351d	24,050M	818F
<b>Kingstead Fond Hope</b>			
2 yr.	311d	11,840M	558F
3 yr.	371d	15,220M	715F
She has Astronaut daug. ready to bred			
<b>Arlinda Jet stream</b>			
2 yr.	330d	14,150M	493F
<b>First Million</b>			
2 yr.	316d	15,030M	627F
<b>Woodvale Fur /</b>			
2 yr.	356d	16,810M	707F
3 yr.	338d	17,550M	682F
4 yr.	305d	18,990M	822F
<b>Rooby Dina Charm</b>			
2 yr.	329d	14,460M	549F
3 yr.	305d	18,330M	649F
4 yr.	305d	20,960M	736F
5 yr.	305d	23,310M	831F
<b>Tidy Burke Transmitter</b>			
2 yr.	305d	14,530M	494F
3 yr	364d	16,990M	595F
4 yr	323d	20,480M	704F
5 yr	358d	19,840M	690F
6 yr.	367d	19,990M	694F

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