



AUG • 64



AUG • 64

KENTUCKY LONG RIFLES

~~1964~~  
1964

From The Collection Of:  
Dr. Jack D. Ellis  
552 W. Sun St.  
Morehead, KY 40351  
606-784-7473

A 450

KY CORPS OF LONGRIFLES  
PREPARED TO SHOOT AGAINST A  
TEAM FROM PENN. 1964  
KY WON BIG TIME

From The Collection Of:  
Dr. Jack D. Ellis  
552 W. Sun St.  
Morehead, KY 40351  
606-784-7473



**DRESSED IN HIS LEATHERS** and holding his handmade Kentucky long rifle, Taylor Ellington appears as he did when he participated in the mock war between Kentucky and Pennsylvania. He was one of ten sharp shooters who defended Kentucky's claim on the name of the gun. All ten used rifles they had made.

TAYLOR Ellinger

Oct 3, 1978

From The University of

Dr. Jack D. Ellis

552 W. Sun St.

Morehead, KY 40351

606-784-7473



**From The Collection Of  
Dr. Jack D. Ellis  
552 W. Sun St.  
Morehead, KY 40351  
606-784-7473**

TAYLOR ELLINGTON  
KY LONGRIFES



XI

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P. 284

Taylor Ellinger  
per Forgybler

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Dr. Jack D. Ellis  
552 W. Sun St.  
Morehead, KY 40351  
606-784-7476





TAYLOR ELINGTON  
KY LONGRIFLES

From The Collection Of:

Dr. Mark D. Ellis

502 W. Pine St.

Lexington, KY 40504

116-7347-273



AUG • 64

KY CORPS OF LONGRIFLES  
PREPARES TO SHOOT ~~AT~~  
AGAINST A TEAM FROM  
PENN. (1964) KY WON  
BIG TIME

From The Collection Of:  
Dr. Jack D. Ellis  
552 W. Sun St.  
Morehead, KY 40351  
606-784-7473





## *Musket shoot contest*

Here are the first through fourth place winners of the .58 caliber musket shoot competition that was held on May 6 at the 1st annual Civil War living history and competition shoot, held at Cave Run Stables on the weekend of May 5-6. Targets were placed at 30, 50 and 70 yards, with 8 competitors participating. First place winner, (back row) Dan Lykins, Georgetown. 2nd place, John Erwin, Olive Hill; 3rd place, Mark Patrick, Morehead. 4th place (front row) Cody Pyles, Hillsboro.



XI  
⑨  
283  
D

KY LONG RIFLES WITH  
GOVERNOR WENTHERB  
1 N FRANK FOSTER

From The Collection Of:  
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Morehead, KY 40351  
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CAPTAIN GEORGE ALFREY  
PAN AIRLINES

**From The Collection Of:  
Dr. Jack D. Ellis  
552 W. Sun St.  
Morehead, KY 40351  
606-784-7473**



HIGH SCHOOL STUDENT  
GEORGE ALFREY  
POSED PROUDLY  
BESIDE HIS FIRST  
AIR PLANE (PIPER  
CUB J3) AT THE  
MIDLAND KY  
AIRPORT IN  
BATH COUNTY



XI (3)

P. 255

LT CREED PATRICK  
WWII FLIGHT  
INSTRUCTOR

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Morehead, KY 40351  
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From The Collection Of:

Dr. Jack D. Ellis

552 W. Sun St.

Morehead, KY 40351

606-784-7479

MUNCIE Flying Service  
Primary Trainer

J-3 - CUB

NEED PATRICIA TAKES  
HIS WIFE HELEN ON  
HER FIRST AIRPLANE  
RIDE ON HIS FIRST  
AIRPLANE - A PIPER  
CUB J-3 CUB





PLANE GEORGE AEFMAY  
CRASHED  
ERUP DUSTING

085104

LEWISVILLE  
1956

From The Collection of  
Dr. Jack D. Ellis  
552 W. Sullivan St.  
Morehead, KY 40351  
606-784-7413

492

5

1

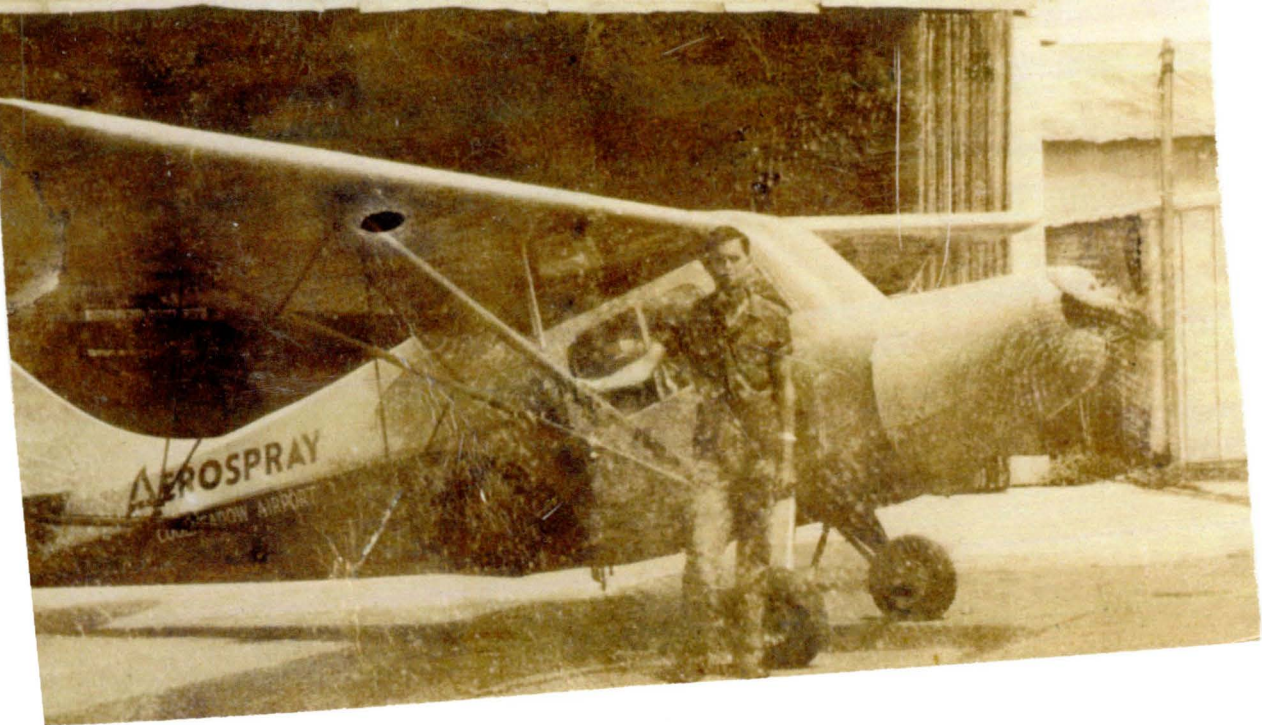


11  
P267

From The Collection Of:  
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552 W. Sun St.  
Morehead, KY 40351  
606-784-7473

CAPTAIN GEORGE ALERY  
AM AIRLINES  
19702

ERVILE INC.  
RPORT



X  
4  
D.C.  
63

From The Collection Of  
Dr. Jack D. Ellis  
552 W. Sun St.  
Morehead, KY 40351  
606-784-7473

GEORGE AWASY CROP DUSTING PLANE  
HE CRASHED OUTSIDE  
LOUISVILLE



11

FROM PIPER CUB  
PILOT IN MOREHEAD  
TO "JET JOCKEY" —  
GEORGE ALFREY  
PREPARES TO TAKE  
OFF IN HIS F-80  
JET FIGHTER PLANE  
DURING THE <sup>EARLY DAYS</sup> ~~HELD~~  
OF THE COLD WAR  
CRAT 11

**From The Collection Of:  
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552 W. Sun St.  
Morehead, KY 40351  
606-784-7473**





~~Cred Poterick - 1/10/1988~~  
Luscom

CRED POTERICK

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552 W. Sun St.  
Morehead, KY 40351  
606-784-7473



XI

①

253

CREED PATRICK POSED  
PROUDLY BESIDE HIS  
FIRST AIRPLANE - A  
DIPLOM CLUB J E 3 1940.

HE OWNED 10 PLANES  
DURING A LIFETIME

OF

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Morehead, KY 40351  
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CREEP PATRICK

From The Collection Of:

Dr. Jack D. Ellis

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Morehead, KY 40351

606-784-7473

Plaza

Rest Co

Car 5-3

CUB

1,000-1938

Sold to Key Flying

Service 8.50

1942



RADIO SHOP  
TELEVISION  
APPLIANCES

SONOTON

WORLD'S LARGEST  
WHOLESALE  
ELECTRICAL SUPPLY HOUSE

TAYLOR ELIZABETH  
T. U. S. A. P.  
MOREHEAD  
19502

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552 W. Sun St.  
Morehead, KY 40351  
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- CREED PATRICK ~~(C)~~  
AND  
HIS BRIDE HELEN  
(CROSLY PATRICK  
WWT)

A BECK MARRIAGE

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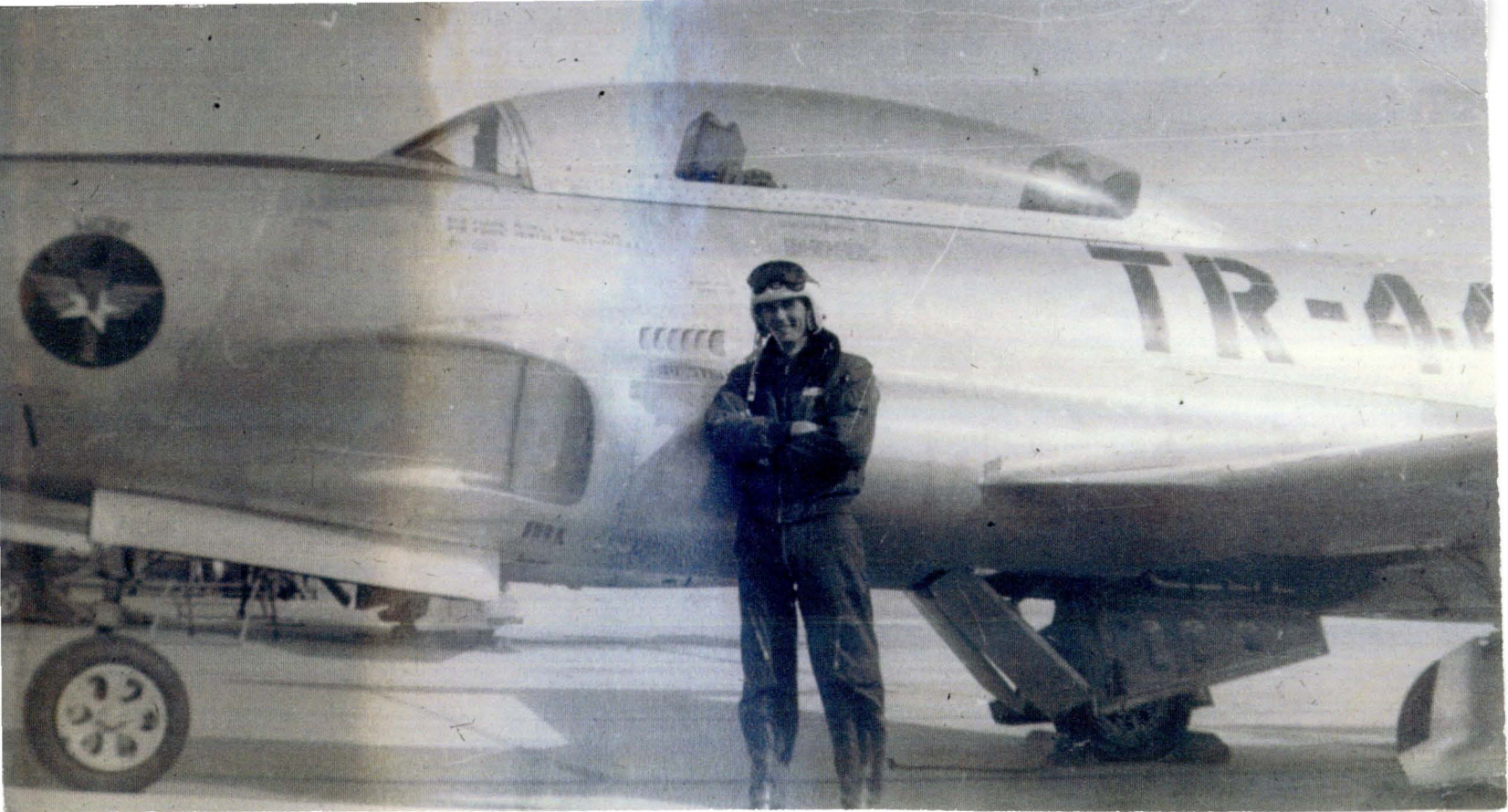


CAPTAIN GEORGE ALFORD  
AM. AIRLINES

1980

VI  
269

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Morehead, KY 40351  
606-784-7473**



IN 1954 GEORGE  
ALFREY APPEARS  
REKAPED AFTER  
LANDING HIS ~~T-33~~  
JET. ~~PLANE~~ ~~PLANE~~  
IN ~~OMAHA, NEB~~  
DURING ~~THE~~ COLD  
~~WAR~~  
1 (COLD WAR)

1954

Morehead, NY 40301  
606-784-7473

## Native enjoys Ellington tale

*MOREHEAD NEWS*  
The editor: JULY 28, 2000

I read with interest Jack Ellis' feature on Taylor Ellington and his TV business. Thought you might like to hear how good he and his son Harold were.

My dad was a carpenter/handyman who did various projects for the Ellingtons and other businessmen in Morehead/Rowan County in the 1950s.

When they first brought TV to the area in 1952/53, we were much too poor to afford one; and was self-employed with five kids to feed.

Harold brought a TV to our house at the end of one week, hooked it up and told Dad that if we didn't like it, he'd pick it up after the weekend. Now, can you imagine trying to get that TV away from five kids?

Dad figured out a way to pay for it; same way as he usually did with things — he did work for many other businessmen like Glennis Fraley and they all knew he'd pay or they'd have something that needed to be done.

We of course could only get WSAZ/Channel 3 in Huntington with a few exceptions. In good weather we'd sometimes get the other West Virginia channels (8 & 13) but primarily we were an NBA family, not by choice but by necessity.

"Family" is a good word because we watched TV as a family and there was no argument. I still remember Cleo that beagle on "The People's Choice" and other good shows.

Thanks to the Ellingtons, we were able to afford that small luxury. By the way, Taylor's wife Mildred was my grade school teacher at Johnson, one of several two-room schools in the county. I was well educated by her and we stayed friends with both of them until their deaths.

It's a shame TV has become what it has but thanks to people like the Ellingtons, families of my era enjoyed it as good as it could be.

*Larry Stidom  
formerly of Morehead  
Indianapolis, Ind.*

# The Morehead News

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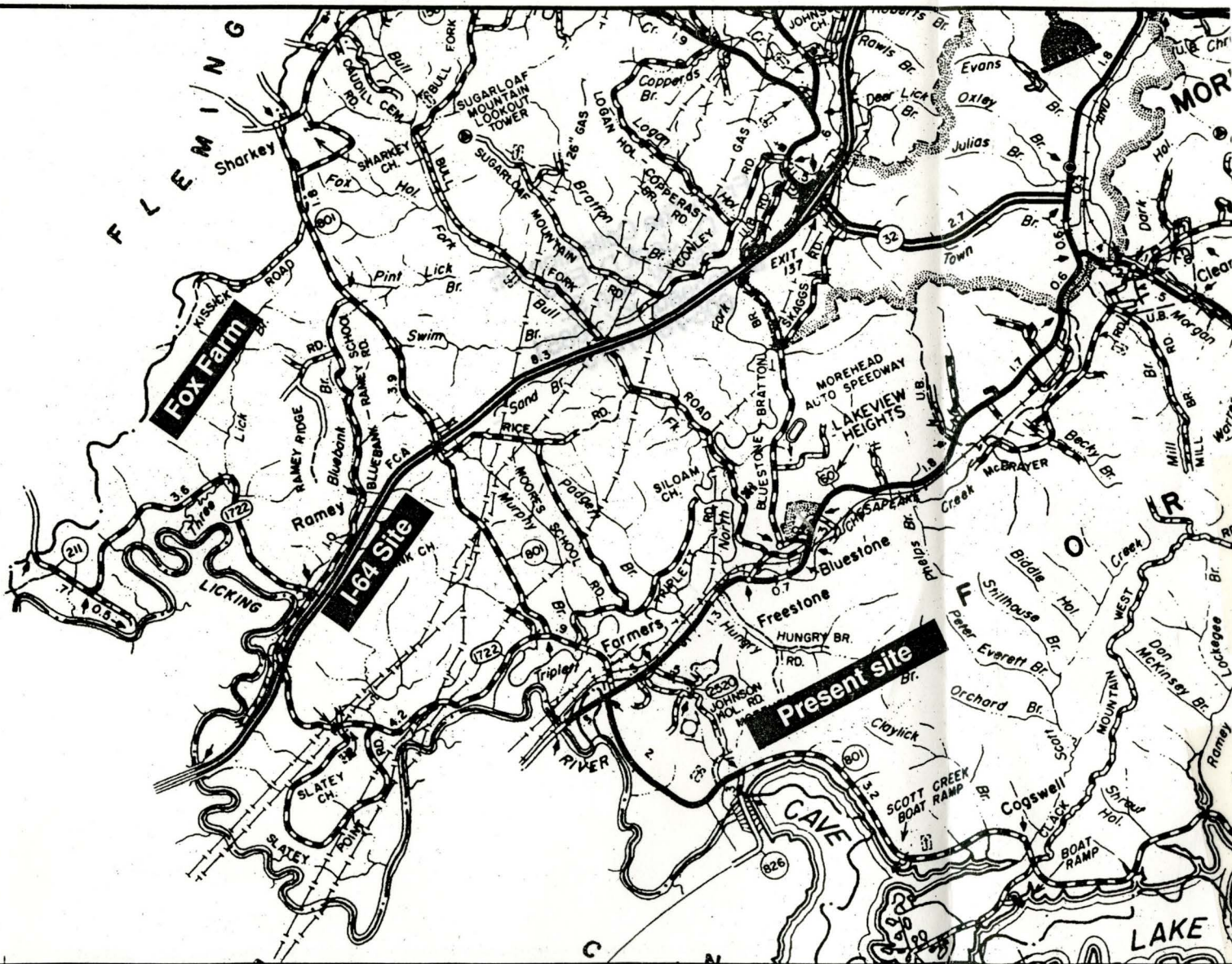
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USPS 362-680

FRIDAY, APRIL 4, 1997—MOREHEAD, KENTUCKY

VOL. 114, NO. 27



## Sites down to three Board closer to decision

By GREG KENDRICK  
Editor in Chief

Sixteen sites where corporate jets and cargo planes could touch down in Rowan County have been narrowed to three.

The engineering firm challenged to find a spot smooth enough to build a 6,000-foot runway has whittled the options:

- **Site A: The Fox Farm property** — a private parcel located west of KY 801 near Kissick Road. The strip of relatively flat land is north-west of the county KY 801 industrial park and part of it crosses into Fleming County.

- **Site B: The I-64 site** — a strip of private property along a flattened ridge, a half mile south of and parallel to I-64, near the Bath County line.

- **Site C: The existing Morehead-Rowan County Airport** just south of Farmers along U.S. 60. Expansion would take up both county and private property at an airport that already has a hilly approach.

The Morehead-Rowan County Airport Board is holding a public meeting Tuesday, at 6 p.m., at the Rowan County School Board Office, 121 E. 2nd Street, to discuss the three sites and take comments.

A final recommendation may come by the board's scheduled April 25 meeting, said Bill Stout, aviation planner for Haworth, Meyer & Boleyn, the engineering firm conducting the study.

"The two sites — besides the existing airport — are good high-ground sites," Stout said. "The Farmers airport does have hills around it."

At a public meeting in February, the firm presented 16 potential landing fields stretching from the Bath County border to the Rodburn community and points further north. But several had strikes against them.

"Among the reasons for rejecting these sites were topography con-

ditions, vicinity to the local Sanitation Landfill — which is in the northeast corner of the I-64/ KY 801 interchange — wiped out several prime locations. The Federal Aviation Administration will not allow the county to build within 10,000 feet of the fill, citing the potential hazard of feeding or nesting birds.

"Other sites may have had flatter ground but they were either located near the landfill or were designated for residential use," Stout said.

Some airport board members are already picking favorites.

"The Fox Farm site seems to be the best choice," said Leo Williams, board chair and a pilot. "It has length, room, it lays right with the wind ... and more important it's probably for sale."

"To expand the existing airport would take a lot of money. We would have to displace some residents. As for the other parcel, I don't think they want to sell it."

Williams said regardless of which site is chosen, the county better be ready to plop down a lot of cash.

"I hear the land prices are getting outrageous," he said. "I've heard as much as \$7,000 an acre."

The cost of land acquisition was not part of the site selection criteria, said Stout.

The cost of similar aviation airports run around \$6 million to \$8 million. Traditionally the FAA pays 90 percent of the cost for such items as land acquisition and runway construction. But Stout adds that funding for such projects are never predictable.

"This study will be good for 10 to 20 years if nothing immediate happens," he said.

# Dayton School of Aviation Inc.



Know All Men by These Presents, That

*W. J. Ellington*

Has Received Practical Training in Aviation, Covering the Subjects Prescribed by this Institution, and has Passed with *High Standing* the Necessary Examinations to Prove his Ability as a Technician in

## Theoretical <sup>and</sup> Practical Aeronautics

In Testimony Whereof, The Dayton School of Aviation, Inc.,  
has Awarded this

*R. C. Rockwell*  
President

# Diploma

*R. R. Foster*  
Registrar



Given under our seal at Dayton, Ohio, this *25* day of *March*, A. D. 19*20*.



XI

(8)

P. 279

From The Collection Of  
Dr. Jack D. Ellis  
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Morehead, KY 40351  
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2  
8

*reed*

*Potter*

*W II*

**From The Collection Of:  
Dr. Jack D. Ellis  
552 W. Sun St.  
Morehead, KY 40351  
606-784-7478**

The Morehead and Rowan County Industrial Development Authority and Airport Board welcomes you to our Aviation Business Park and Regional Airport.

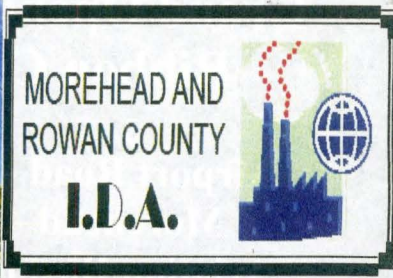
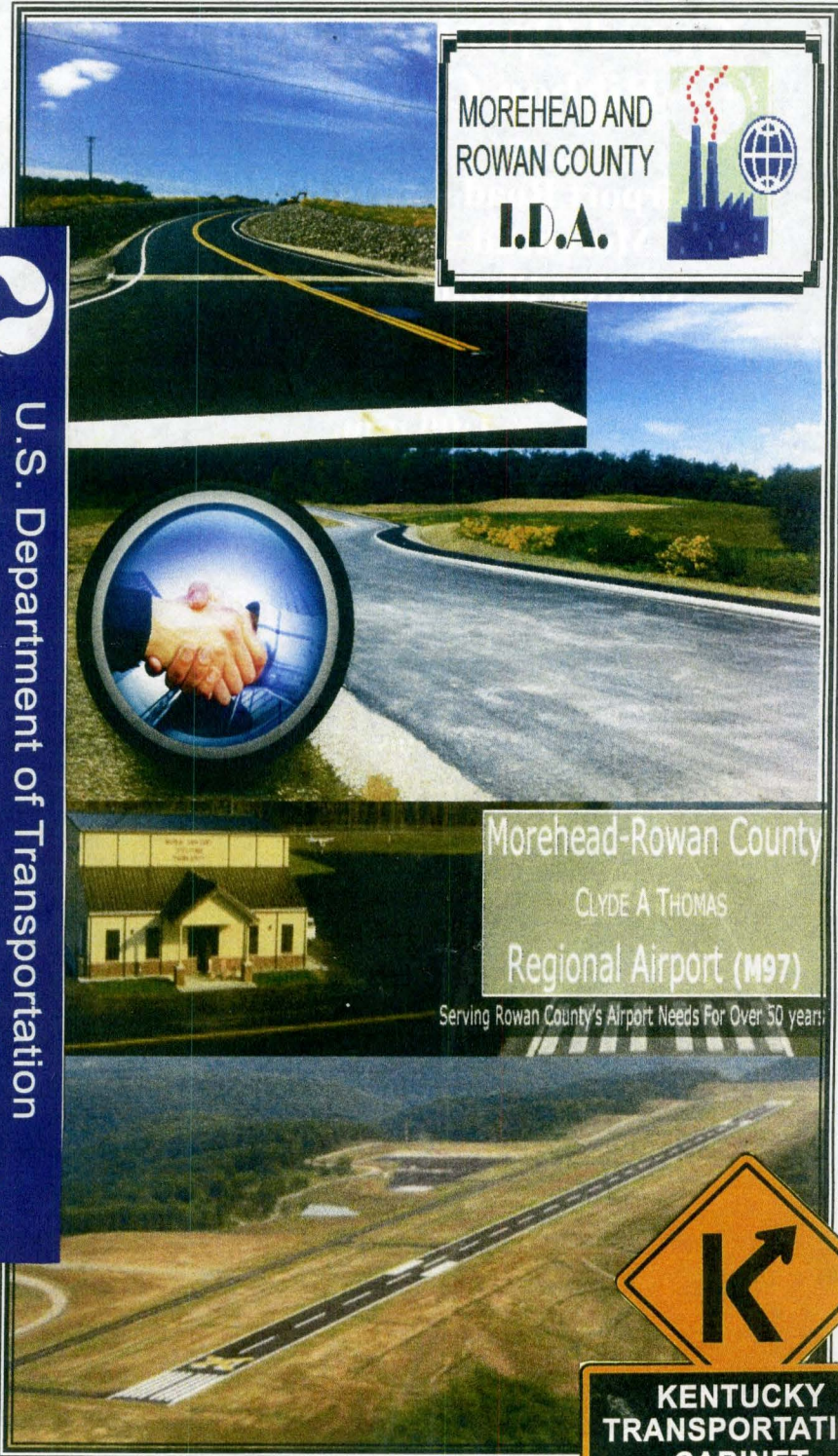


Today we gather in celebration to officially open our new Airport Road and facilities for the continued progress of this wonderful Eastern Kentucky region we proudly serve!

*Sincere appreciation to our Kentucky National Guard for hosting today's event.*



U.S. Department of Transportation  
Federal Highway Administration



Morehead-Rowan County  
CLYDE A THOMAS  
Regional Airport (M97)  
Serving Rowan County's Airport Needs For Over 50 years!



## **Grand Opening Celebration Ribbon Cutting Event**

**Airport Road - Airport Facilities  
Morehead – Rowan County  
Aviation Business Park (MRAB)**

**September 16, 2011  
1:00 p.m.**

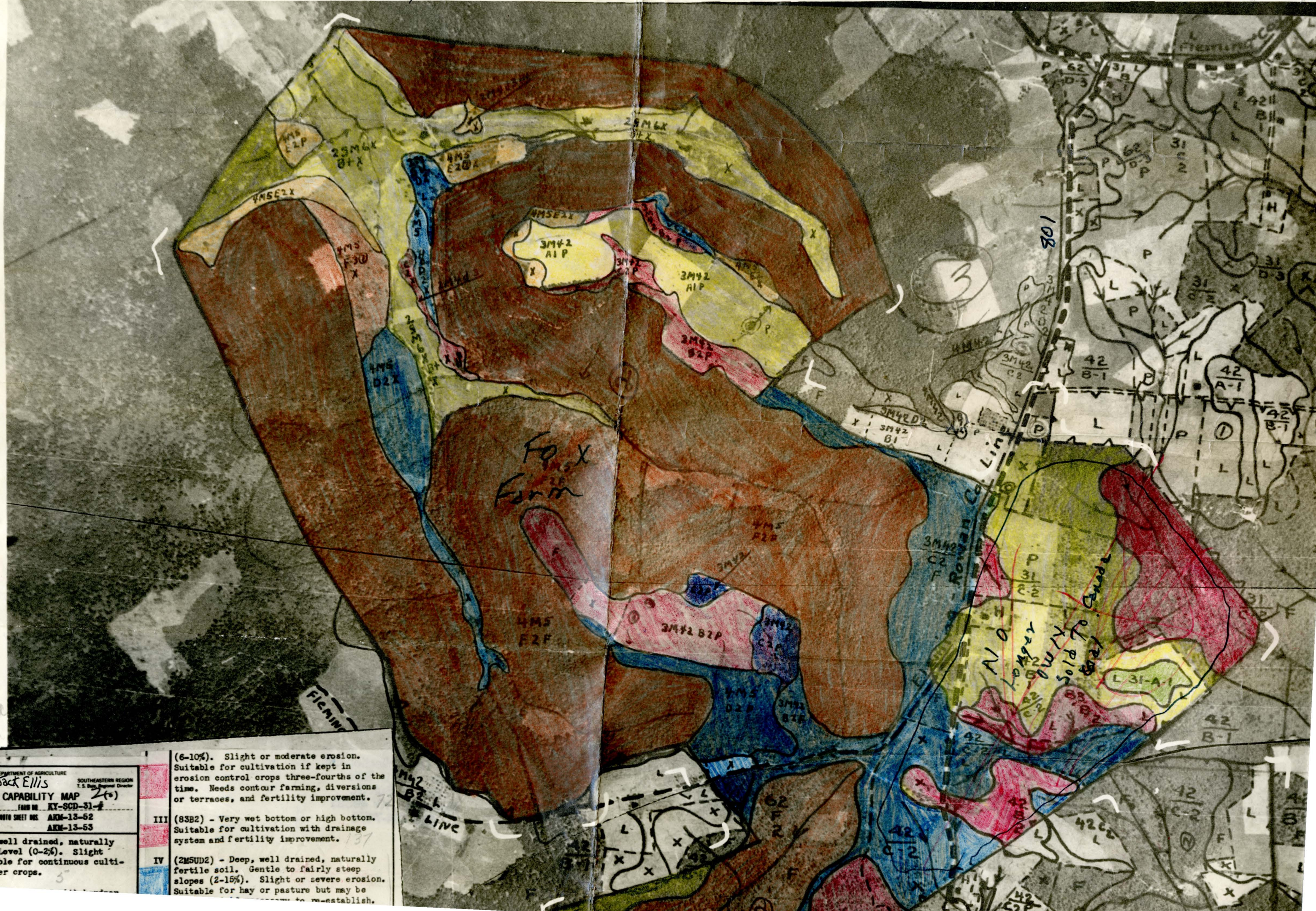
- |                |   |
|----------------|---|
| <b>1:00 pm</b> | <b>Rodney Hitch - Welcome/Opening Comments</b>                              |
| <b>1:05 pm</b> | <b>David Perkins - Mayor Of Morehead</b>                                    |
| <b>1:10 pm</b> | <b>Jim Nickell - Rowan County Judge Executive</b>                           |
| <b>1:15 pm</b> | <b>Walter "Doc" Blevins - KY State Senator</b>                              |
| <b>1:25 pm</b> | <b>John Will Stacy - KY House of Representatives</b>                        |
| <b>1:35 pm</b> | <b>Mike Hancock - Secretary of Kentucky<br/>Transportation Cabinet</b>      |
| <b>1:45 pm</b> | <b>Rocky Adkins - Majority Floor Leader<br/>KY House of Representatives</b> |
| <b>2:00 pm</b> | <b>Hal Rogers - U.S. Congressman - KY 5th District</b>                      |
| <b>2:15 pm</b> | <b>Mike Gray - Chairman Airport Board</b>                                   |
| <b>2:20 pm</b> | <b>Winn Turney - Commissioner KY Aviation Cabinet</b>                       |
| <b>2:15 pm</b> | <b>Closing Comments</b>   |
| <b>2:30 pm</b> | <b>Ribbon Cutting Events</b>  |

**Appreciation to all for  
joining us today. We  
celebrate the leadership and  
investment made creating  
the beautiful, safe, state of  
the art access road and  
airport complex that greatly  
expands our regions  
economic development  
capabilities.**

### ***Special Recognition To:***

- US Congressman Hal Rogers**
- State Rep. Rocky Adkins**
- State Rep. John Will Stacy**
- Senator Walter Blevins**
- Governor Steve Beshear**
- KY Dept. of Transportation**
- KY Aviation Cabinet**
- Rowan County Fiscal Court**
- Morehead City Council**
- Gateway ADD**
- Morehead-Rowan County  
Industrial Authority and  
Airport Boards**

Jack D. Ellis + Anna M. Early  
 550 W. SUN ST (606) 784-7473  
 MOREHEAD KY 40351



U. S. DEPARTMENT OF AGRICULTURE  
 CONSERVATION SERVICE  
 Jack Ellis  
 SOUTHEASTERN REGION  
 T. S. Bell, Regional Director  
**LAND CAPABILITY MAP**  
 JACK GREEN, FARM NO. KY-SCD-31-4  
 1/11/52 PHOTO SHEET NOS. AKM-13-52  
 AKM-13-53  
 (1A1) - Deep, well drained, naturally fertile soil. Level (0-2%). Slight erosion. Suitable for continuous cultivation with cover crops.  
 (6-10%). Slight or moderate erosion. Suitable for cultivation if kept in erosion control crops three-fourths of the time. Needs contour farming, diversions or terraces, and fertility improvement.  
 III (83B2) - Very wet bottom or high bottom. Suitable for cultivation with drainage system and fertility improvement.  
 IV (2M5UD2) - Deep, well drained, naturally fertile soil. Gentle to fairly steep slopes (2-15%). Slight or severe erosion. Suitable for hay or pasture but may be re-established.

Jack D. Ellis + Anna M. Early  
 550 W. SUN ST (606) 784-7473  
 MOREHEAD KY 40351



1362 a

U. S. DEPARTMENT OF AGRICULTURE SOIL CONSERVATION SERVICE H. H. Bennett, Chief		SOUTHEASTERN REGION T. S. Bell, Regional Director	
<b>LAND CAPABILITY MAP</b>			
PREPARED BY: JACK GREEN		FARM NO. KY-SCD-51-4	
DATE: 1/11/52		PHOTO SHEET NOS. AKM-13-52 AKM-13-53	
CLASS	DESCRIPTION	CLASS	DESCRIPTION
I	(31A1) - Deep, well drained, naturally fertile soil. Level (0-2%). Slight erosion. Suitable for continuous cultivation with cover crops. 5	III	(83B2) - Very wet bottom or high bottom. Suitable for cultivation with drainage system and fertility improvement. 137
II	(42B1, B1/2, A1) - Wet, upland with hardpan in lower subsoil. Level to gentle slopes (0-6%). Slight or moderate erosion. Suitable for cultivation if kept in erosion control crops at least one-half of the time. Indicated need is fertility improvement. 26	IV	(2M5UD2) - Deep, well drained, naturally fertile soil. Gentle to fairly steep slopes (2-15%). Slight or severe erosion. Suitable for hay or pasture but may be cultivated if necessary to re-establish. Indicated needs, if cultivated, are diversions and contour farming. 103
II	(29M6B1/2) - Gravelly bottoms. Level to gentle slopes (0-6%). Slight or moderate erosion. Suitable for cultivation if kept in erosion control crops at least one-half of the time. Indicated needs are fertility improvement, and cover crops. 39	IV	(42C2, 3M42C2) - Soils with hardpan in lower subsoil. Gentle to moderate slopes (2-10%). Moderate or moderate severe erosion. Suitable for hay and pasture but may be cultivated if necessary to re-establish. Indicated needs, if cultivated, are contour farming, diversions and fertility improvement. 65
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III	(3M42) - Wet upland soil with hardpan in lower subsoil. Gentle to moderate slopes (2-10%). Slight or moderate erosion. Suitable for cultivation if kept in erosion control crops three-fourths of the time. Indicated needs are contour farming and fertility improvement. 65	VI	(3M42D2) - Soil with hardpan in lower subsoil. Moderate to fairly steep slopes (6-15%). Slight or moderately severe erosion. Suitable for hay or pasture. Indicated needs are fertility improvement with good pasture management, and galled spots mulched. 161
III	(4M42C2) - Wet soil with shallow hardpan. Level to gentle slopes (0-6%). Slight erosion. Suitable for cultivation if kept in erosion control crops three-fourths of the time. Indicated needs are drainage system and fertility improvement. Not recommended for deep rooted crops. 162	VI	(4M5E2, E2(7)) - Moderately deep hillside with fair natural fertility. Fairly steep to steep slope (10-25%). Slight or moderately severe erosion. Suitable for hay or pasture. Indicated needs are fertility improvement with good pasture management, and galled spots mulched. 158
III	(4M5C2) - Moderately deep, hillside with fair natural fertility. Moderate slopes	VII	(4M5F2) - Areas of steep or severely eroded soils. Suitable for sericea lespedeza and Ky. 31 fescue. Indicated needs are good pasture management, fertility improvement.

CLASS	DESCRIPTION
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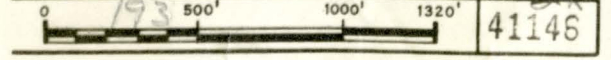
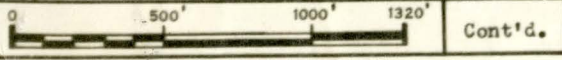
Fox Farm

NO  
Larger  
SOLD TO CANADA

U. S. DEPARTMENT OF AGRICULTURE  
SOIL CONSERVATION SERVICE  
SOUTHEASTERN REGION  
LAND CAPABILITY MAP  
NO. JACK GREGG FARM NO. KY-SCD-31-4  
DATE 1/11/52 PHOTO SHEET NO. AKM-13-52

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TUESDAY, APRIL 29, 1997—MOREHEAD, KENTUCKY

VOL. 114, NO. 34

## Fox Farm selected for airport

By SEAN KELLY  
Staff Writer

The Rowan County Air Board appears to have landed on Fox Farm.

The flattened ridge west of KY 801 near Kissick Road beat out two other sites in a comprehensive study to find enough elbow room to build a 5,000-foot general aviation airport.

Good aeronautical factors,

sound topography and lower development costs (an estimated \$7.2 million) are some of the reasons why the board leaned toward Fox Farm at a meeting Friday night.

The I-64 site—a strip parallel to I-64 near Bath County—would be the second choice at a cost of \$11.5 million and the existing Morehead Rowan County Airport—just south of Farmers—would be the last, with an \$8.3 million price tag.

But even with plans pro-

ceeding at full flight, Rowan Countians may not see it open for another eight years. Still to be determined is if the five owners of the Fox Farm site are willing to sell. And it's not that easy landing the federal fund to build.

"If everything works real good, you're look at seven to eight years (to) finish the thing," said Jesse Sams, director of the state Transportation Cabinet's division of aeronautics, who attended the air board's Friday meeting in

Farmers.

"I'm comfortable with it," Sams said of the air board's choice. "(HMB) engineers have a lot of experience with airports. Safety, that's our priority," he added.

The Lexington engineering firm, Haworth, Meyer & Boleyn (HMB), started the late last year. By April, it narrowed the field from 16 sites down to three.

The new airport is seen as one key in Rowan County's strategy to attract new business, through allowing corporate representatives or owners to fly directly into the county.

On Friday the board voted 4-0 for HMB to take the next step in landing a grant: formulate an environmental assessment and master plan for the proposed airport to present to the FAA. Board secretary Rick Phillips abstained from voting.

Bill Stout, aviation planner for HMB, said the environmental assessment will take several months, and the master plan should be completed by November.

Stout told the board that Fox Farm site was the most feasible to pursue for several reasons, including aeronautical and community factors—and a lower price tag.

While the I-64 site would be the most accessible site, it would also be the most expensive, at a projected \$11,540,683 development cost.

And the Fox Farm and I-64 sites have no airspace

obstructions, while the Farmers airport is obstructed by a foothill. Migratory birds in the area could also cause problems with FAA approval to expand the current airport.

"The FAA will not spend money to clear (runway) approaches," Stout said.

Stout said another problem with the I-64 site is the potential for overflight of the Local Sanitation Landfill.

The Fox Farm site was favored because of community compatibility, said Stout. The construction would result in only one residential relocation and a path relocation, with no noise impact on the area.

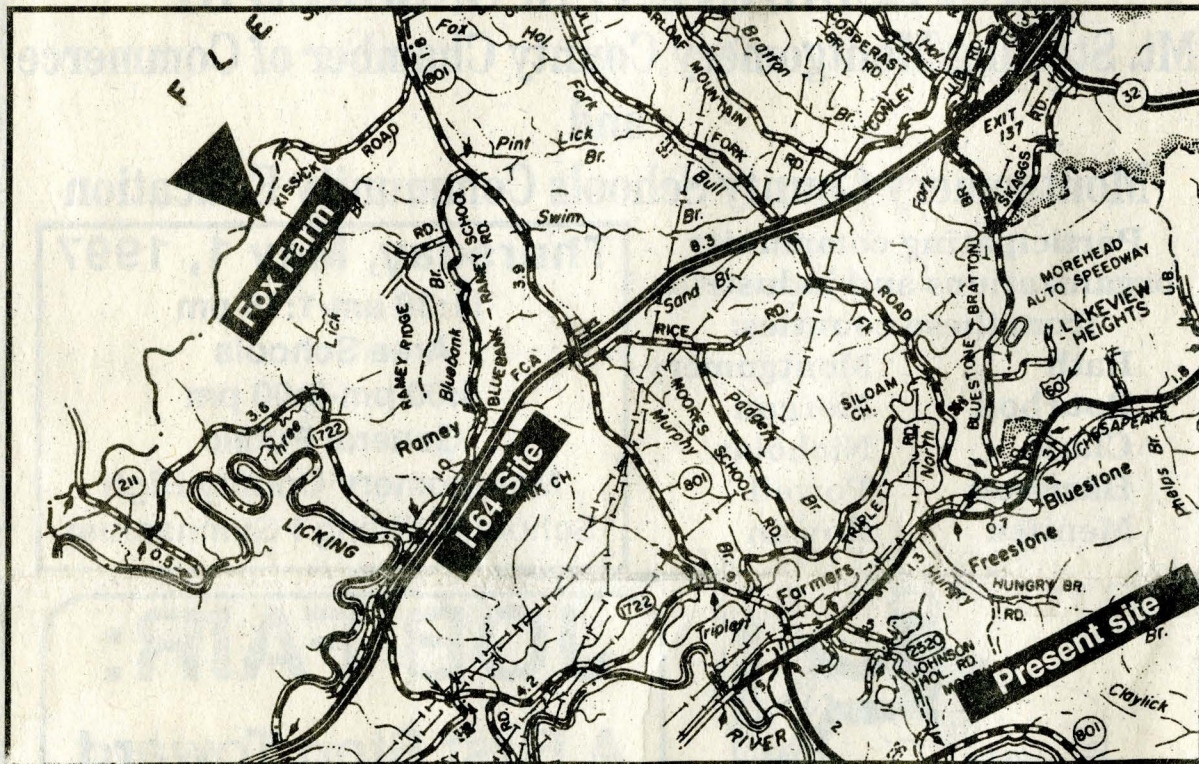
The I-64 site would require one possible residence reloca-

tion, and would have a minor noise impact. The Farmers airport expansion would require 45-53 residences to be relocated, two road relocations and a road closure, and moderate noise impact.

The 160-acre Fox Farm site is split among five owners, with one owner having 100 acres, another 40 acres and the balance split among three others.

Sams said purchasing the land as early as possible was important to receive FAA approval.

"The FAA requires you to purchase the land (before their approval)," he said. "They do that mainly to see your intent."



Jason Hart graphic

The arrow on this map indicates the location selected for the new Rowan County airport.

### Airport Final Evaluation

Evaluation Category	Existing Airport	Fox Farm	Interstate 64 Site
Accessibility	Fair roads	Very good roads	Excellent roads
Topography	Poor flexibility	Good flexibility, orientation	Poor flexibility, excellent orientation
Aeronautical Factors	Possible migratory bird conflict	No airspace obstructions	Possible minor impact with overflight of landfill
Environmental Compatibility	Minor impact: Archaeological sites, wetlands	Minor impact: Biotic communities	Minor impact: Biotic communities
Community Compatibility	Relocations: 45 houses, 2 roads	Relocations: 1 house, 1 path	Relocations: 1 (Possible)
Development Costs	\$8,351,013	\$7,212,970	\$11,540,683
	<b>SCORE 46.8</b>	<b>SCORE 69.4</b>	<b>SCORE 60.8</b>

Jason Hart graphic

Kentucky Farm Bureau



Mutual Insurance Company



Larry Knipp  
Agent Manager

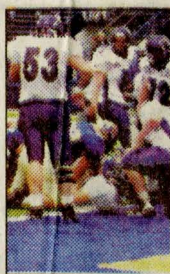
723 West Main • 783-1868

## SPORTS

### MSU Wins Big

The Eagles flew past Kentucky Wesleyan with a strong second half

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## COMMUNITY

### MSU Students Deliver

Class takes food, other items to Christian Social Services

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# The Morehead News

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USPS 362-680

TUESDAY, NOVEMBER 7, 2000—MOREHEAD, KENTUCKY

VOL. 117, NO. 89

## State to help in purchasing airport land

By KIM HAMILTON  
News Editor

The state transportation cabinet has agreed to assist with the purchase of land for a new airport in Rowan County.

Rep. John Will Stacy announced that the state agreed to pay the debt on \$1 and 1/2 million borrowed by the county and city through the air board for property acquisition for the proposed airport.

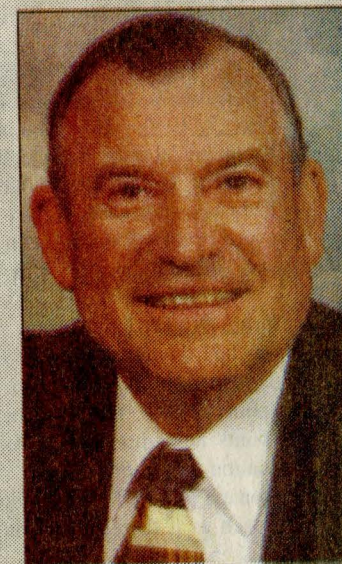
"When they say they will do it, they'll see it through," Stacy said.

Possible debt service could be between \$100,000 and \$195,000 a year. The state is to be responsible for up to \$200,000 a year.

"They won't bail. This is their way of working it out in the budget to keep from tying up the entire amount," Stacy said.

The location of the property, on which which the air board owns options to purchase, is located in the vicinity of Kissick Road off KY 801 near Sharkey.

About 10 years ago, Judge-executive Clyde Thomas began making toward either



Clyde Thomas

## New airport named for C. Thomas

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The proposed new airport for Rowan County has been officially named for Judge-executive Clyde

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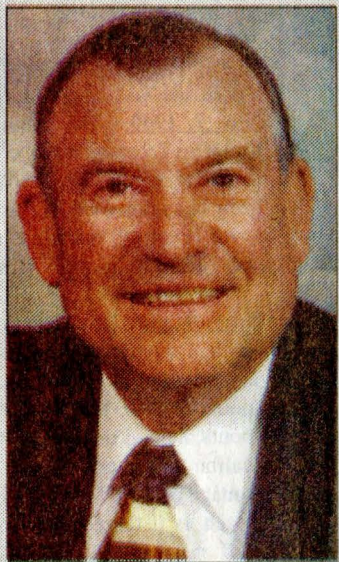
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About 10 years ago, Judge-executive Clyde Thomas began working toward either expanding the present airport or building a new airport.

"From the beginning, I figured we'd have to build a new one," Thomas said. "We started working on grant



Clyde Thomas

## New airport named for C. Thomas

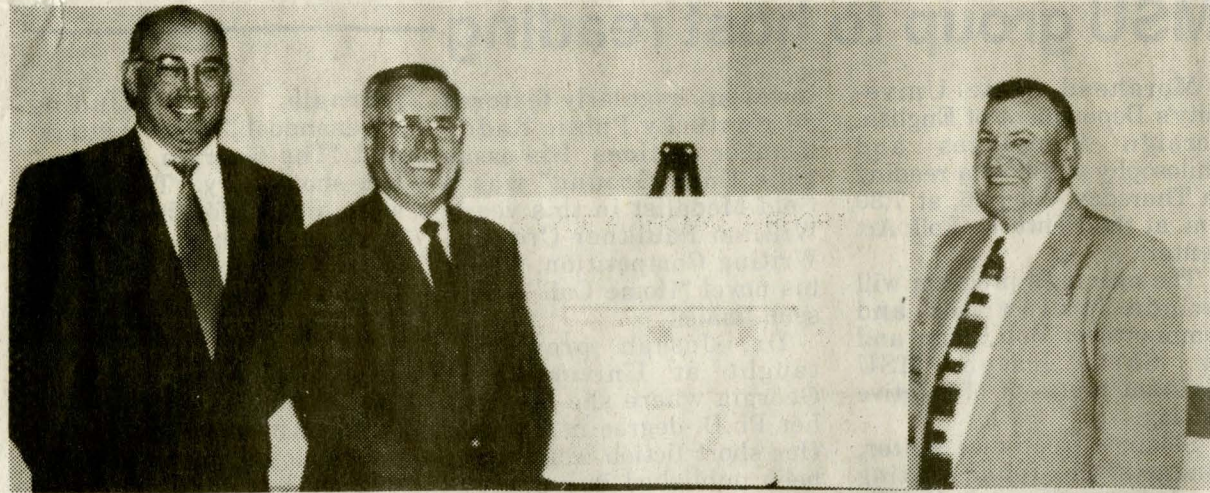
By KIM HAMILTON  
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The proposed new airport for Rowan County has been officially named for Judge-executive Clyde Thomas.

The announcement, which came as a huge surprise to Thomas, was made during the Morehead-Rowan County

See AIRPORT on A-5

See STATE on A-5



Kim Hamilton photo

From left, Rep. John Will Stacy and Rowan County Air Board Chairman Jim Fluty unveil an architectural drawing of the proposed new airport that will be named for Judge-executive Clyde Thomas, right.



Kim Hamilton photo

A surprised Judge-executive Clyde Thomas looks at Rep. John Will Stacy after air board members unveil an architectural drawing of the proposed airport which will be named after Thomas during the chamber of commerce meeting at Ramada Inn. In the background are Rodney Hitch, chamber director and Paul Goodpaster, chamber member.

### Airport From A-1

Chamber of Commerce meeting at Ramada Inn on Thursday, Nov. 2.

The county's air board, Rep. John Will Stacy and chamber members all worked to keep the announcement secret until the unveiling of a drawing of the proposed airport at the chamber meeting.

Thomas was visibly shocked and happy about having the airport named for him.

"I'm all choked up," Thomas said. "I had no idea this was going to happen. I think of all the people who have helped make the airport a reality. It's an honor I'll never forget."

Officials named the airport after Thomas, they said, because he was responsible for spearheading the effort as many as 10 years ago to start moving on the project and obtain funding for it.

"He is the one who had the vision," Stacy said. "He traveled many miles and begged for a lot of money. He has fought the good fight and kept the faith. He exemplifies determination."

Stacy stalled Thomas before they attended the

standing-room-only meeting together, so the surprise would stay secret until the unveiling of an artist's rendition of the proposed airport.

"Do you realize how difficult it is to make Clyde Thomas late for a meeting?" Stacy laughed. "It's almost impossible."

Thomas was asked to say a few words about the airport before the drawing was unveiled. When he took the lectern, he looked out into the audience and realized that five of his six children and his wife had attended the meeting, as well as several members of his staff.

He knew something was up, but not something of such magnitude.

When air board chairman Jim Fluty unveiled the drawing, Thomas did a double-take when he realized his name was at the top of the easel.

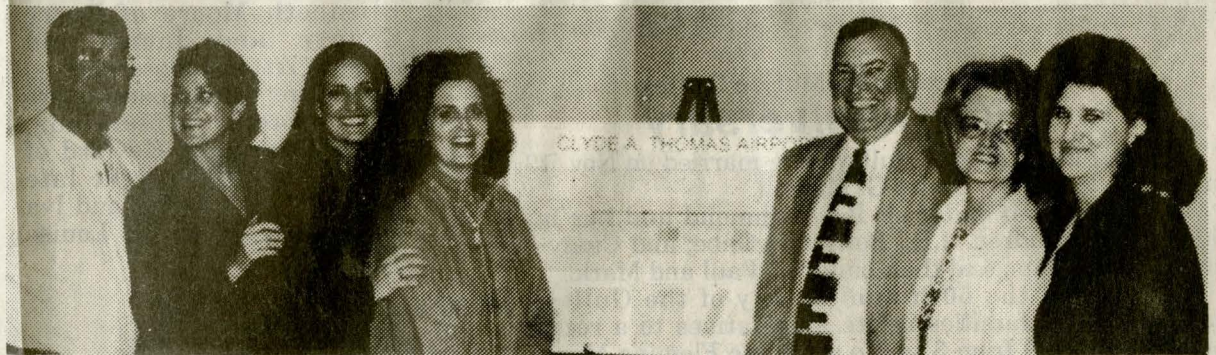
"I don't think I've ever seen him at such a loss for words," Mayor Brad Collins said.

"This is the first project I

can remember. Clyde talking to me about when I was first elected as representative," Stacy said. "He said it was the first thing that should be done to improve economic development in Rowan County."

"This is the project he's pushed the hardest. He's a good judge - he's the man," Stacy said.

Fluty also gave honorary plaques to Stacy for his help in obtaining state money and to Collins for his and the city's cooperation of budgeting money to help pay for the project.



Kim Hamilton photo

All but one members of Rowan Judge-executive Clyde Thomas's family attended the chamber of commerce meeting in which officials announced that the proposed new airport would be named after Thomas. From left are his son, Addie, daughters Tammy, Anne and Jackie, (Thomas), wife Charlotte and daughter Carlotta. Another son, Mark, could not attend.

# New airport is open, ready for business

BY KIM HAMILTON

News Editor

khamilton@themoreheadnews.com

The new, Morehead-Rowan County Clyde A. Thomas Regional Airport is open with limited facilities - for now.

The first plane landed on the runway Aug. 30. The private aircraft was flown by Jim Fluty, chair of the local airport board of directors.

"This means the airport is now open for business," Fluty said. "Planes that weigh up to 30,000 pounds can use the runway. This includes small private airplanes up to 10-passenger business jets."

Temporary hours at the airport are 7 a.m. to 7 p.m.

"The hours will change in the near future when our security gate is installed," Fluty said. "Once we get the pass-through gate, the airport will be open all the time."

The 5,500 foot runway is 100 feet wide with a full taxi-way and is on maps and data bases for Federal Aviation Administration and sectional charts, he added.

"We've had local people landing already to familiarize themselves with the runway, but it's open for anybody," Fluty said.

There are currently 12 hangars which are substantially completed



Denver Brown photo  
**The Morehead-Rowan County Clyde A. Thomas Regional Airport can handle 10-passenger business jets.**

3-5-85  
**Hangar** From A-1

over the next month, come back and see what kind of decision we want to make."

There has been no progress lately on the new airport due to wet weather and the subsequent mud that has been produced, Criscillis said.

Fluty asked Criscillis whether there has been an update from the division of water.

"We submitted a notice of intent to Frankfort, but had no response yet," Criscillis said. "But the notice allows us to go to work within 48 hours of submission. We've heard nothing as far as a final permit and it's been almost two months. We want to make sure there are no hangups."

He said the board can apply for state grants for hangars, but not corporate hangars. A standard hangar would be 60 feet by 60 feet. The current price for a "T" hangar is

\$40,000. Hangars are covered airplane storage.

Alternative A allows for separate corporate hangars. A corporate hangar is 100 feet by 100 feet and costs up to \$400,000, he said. A taxiway would be located in front of the hangars.

Alternative B separates corporate from "T" hangars with a taxiway in the rear.

Alternative C provides four 12-unit "T" hangars and corporate hangars are stacked together. The taxiway is in the front of the hangars and vehicles would park in the back.

Alternatives D and E show areas for future tie downs for private airplanes.

The plans are only conceptual layouts and can be changed, Criscillis said.

The new airport is being built on the Rowan- Fleming County line off KY 801.

3-5-05  
Airport engineer presents proposals

# Hangar plans for review

By **KIM HAMILTON**  
News Editor  
khamilton@themoreheadnews.com

Five alternatives on hangar design for the new airport on KY 801 were presented to the Morehead- Rowan County Airport Board last Thursday.

No action was taken on the plans.

"Now is the time we need to start discussing this," said Bob Criscillis, engineer with H M B Professional Engineers in Frankfort. "We're looking at quite a bit of time before building, but we need to get a layout."

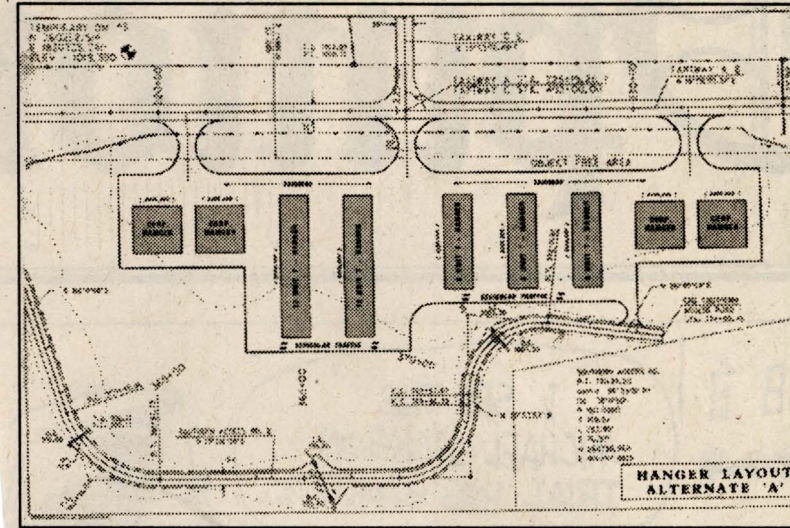
"I think you've done what we've asked you to do," said board chair Jim Fluty. "Everybody needs to digest this

### Hanger hopes

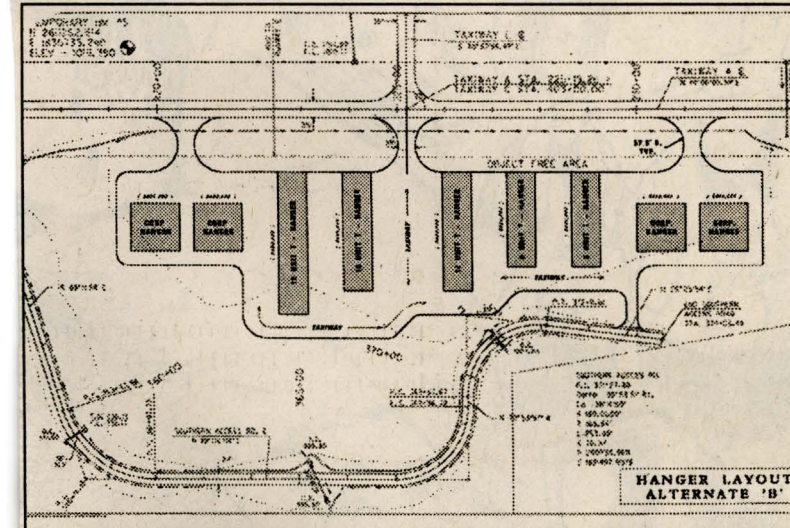
Alternatives for airport: See page A-3.

See HANGAR on A-3

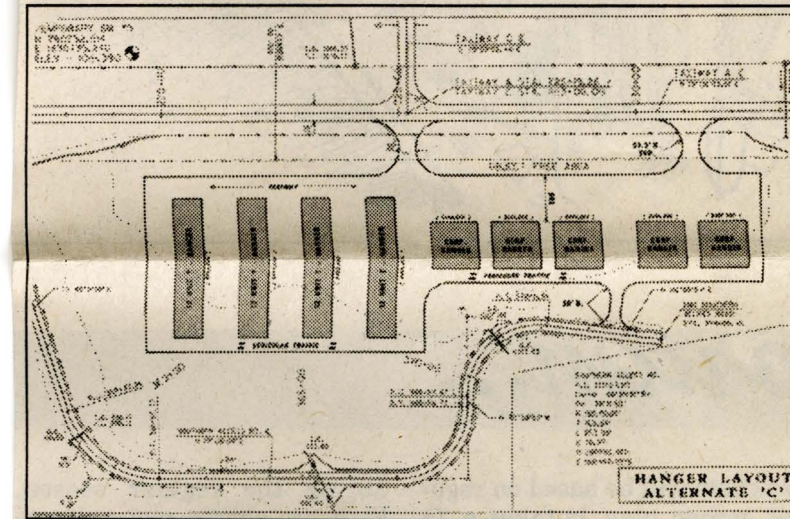
3-5-05  
**Airport alternatives**



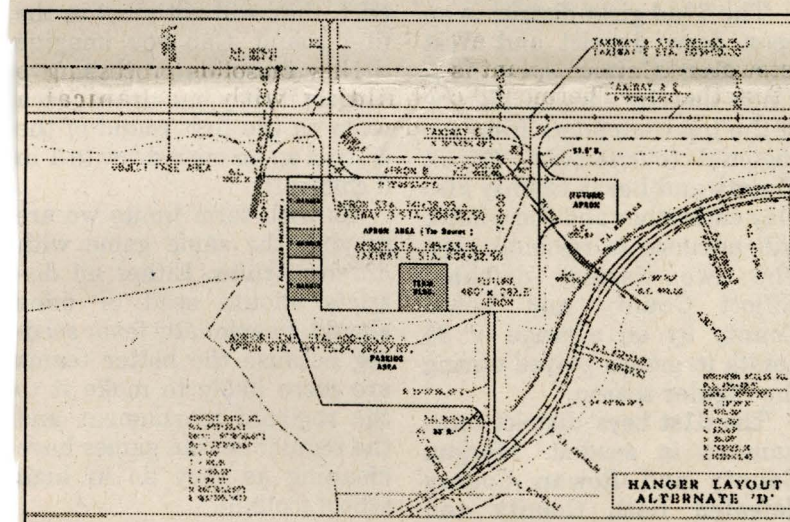
Alternative A



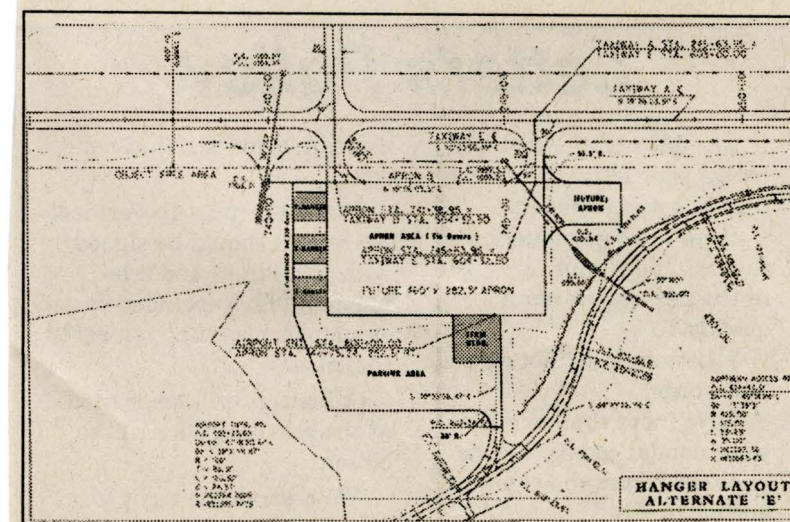
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3-5-85

## Hangar From A-1

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3-5-85

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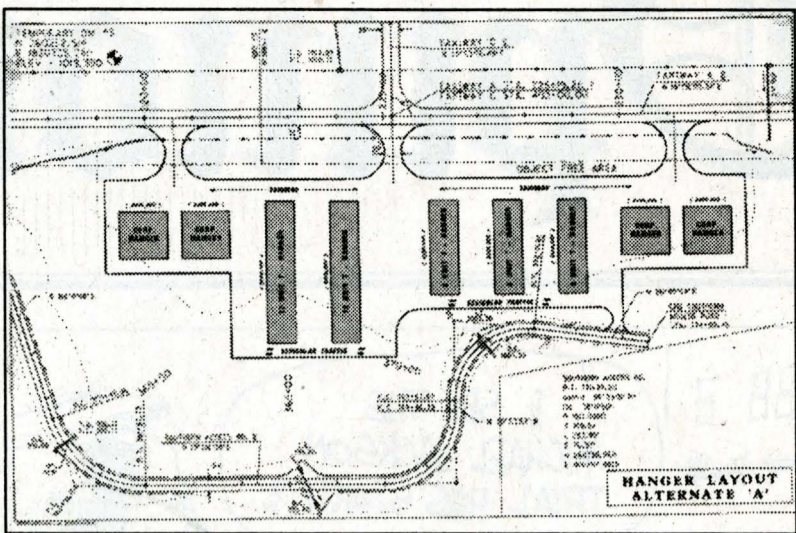
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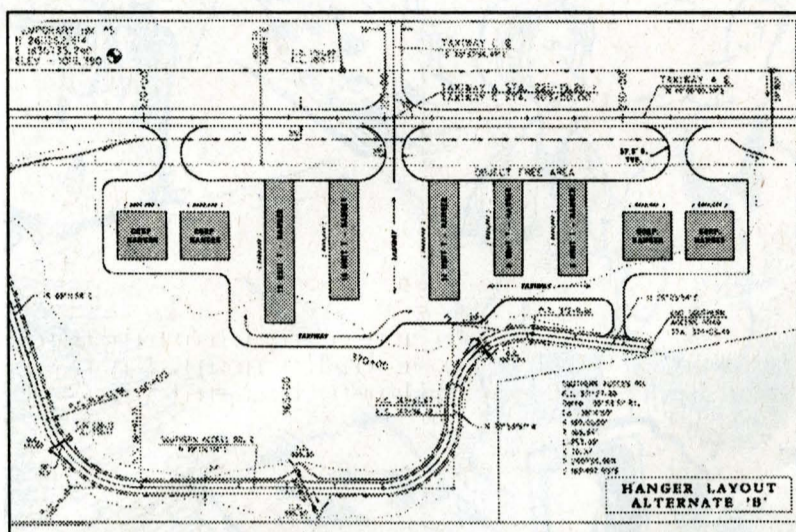
Alternatives for airport: See page A-3.

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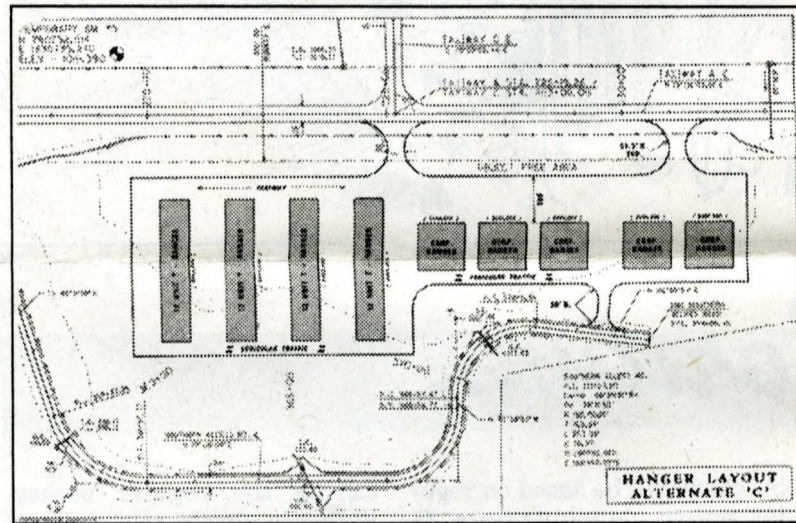
# Airport alternatives



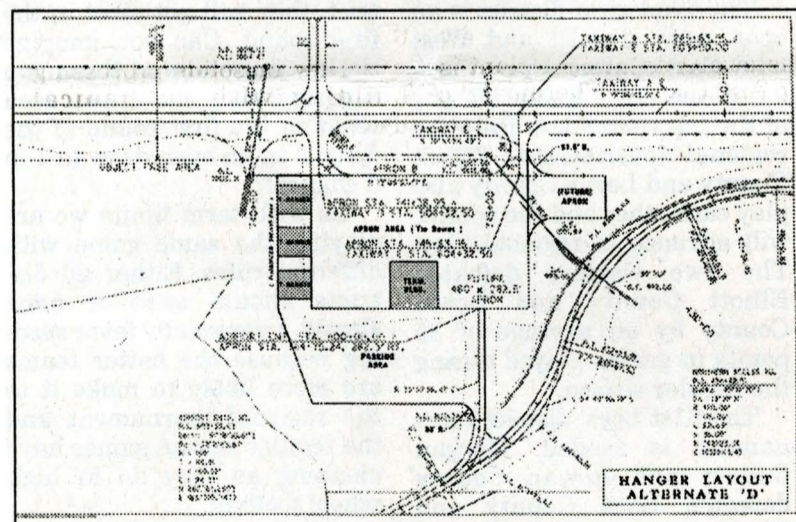
**Alternative A**



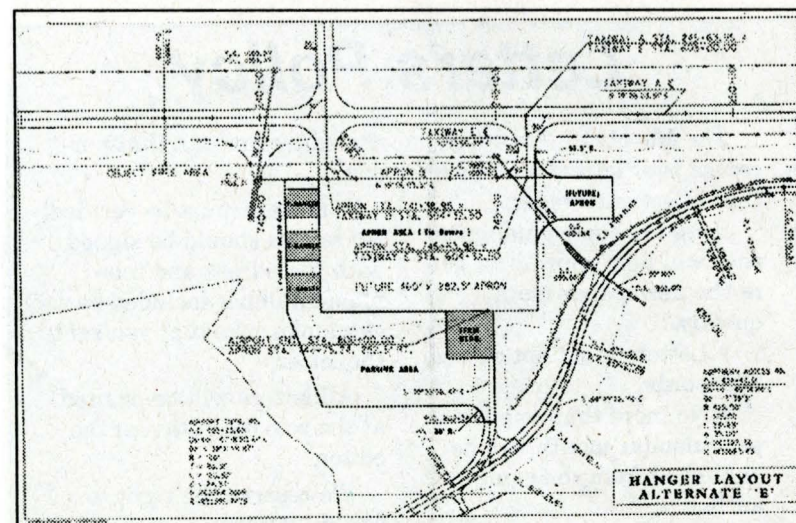
**Alternative B**



**Alternative C**



**Alternative D**



**Alternative E**

The current price for a "T" hangar is \$40,000.



## Local Trivia

## On The Airwaves

■ Taylor Ellington had one of the first black and white television sets in Morehead, which brought many visitors to his Bays Avenue home.

# History

## About the Author



Dr. Jack Ellis is a retired Morehead State University Library director and a retired minister.

## Morehead Memories:

### People & Places

### Ellington's Radio-TV, ETC.

By Jack D. Ellis  
Special to The Morehead News

"They shall speak with new tongues" (MK 16:17)

Those of us who are parents of "Baby Boomers" can remember a world without television. Like many of our parents who can remember seeing their first train, we can remember seeing our first television. That marvel of modern technology we had only read about first reached Morehead in 1949. But for all practical purpose it was several years later before WSAZ-TV Huntington reached us with anything we could recognize on the screen.

#### First Television I "Did Not" See

I remember the first television I ever saw. My Bays Avenue neighbor, Taylor Ellington, had a radio repair shop and had just added the new technology of television to his line of appliances and his electronic equipment. The year was 1949 and my fiancée, Janis Caudill, and I were invited to his home on Saturday night to watch a television football game from WSAZ-TV in Huntington, West Virginia. The game was between Marshall College and Morehead State Teachers College. I was really looking forward to watching that historic event.

Mr. Ellington had a TV antennae on the top of his house just the right direction to pick up the strongest signal. Just before the 4:30 p.m. game time, he turned on the set and I could hear a weak sound of voices amid the electrical static, but could see nothing but what appeared to be a snow storm in Alaska.



Ellington's radio and television shop on Morehead Main St. next door to the old Eagles Nest Restaurant. View looking east on the north side of Main St. 1950.

over the next few years the signal became stronger. Televisions sets were improved and in 1952, I purchased my first TV set. It was a black and white set which cost \$350 (a lot of money in 1952), but it lasted for almost 20 years.

We received our TV in time to get the presidential election results in 1952. General Eisenhower republican was

Swazy quickly remarked, "Ladies and gentleman it worked perfectly the first time." Watching television in those early days was an adventure and you never knew what was going to happen.

#### Mr. Ellington Multi-Talented

Taylor Ellington sold many Moreheadians their first television set for their family viewing, but Mr. Ellington, was a multi-talented faceted electronic and mechanical genius with interest and skills much broader than television. He lived most of his life in Morehead and contributed much to enhance the growth of our community.

W. Taylor Ellington was born in February 1900 in the Bath County community of Yale. He attended school at Yale, Kentucky and was of course a "Yale" graduate. In 1921, Mr. Ellington married Mildred Marie Williams, and to that union was born four children: Harold, Donald, Alma, and James Lowell.

Yale, Kentucky was just across the Licking River to where Bath, Menifee, and Rowan counties join. It was a prosperous timber town in the early 1990s with several saw mills, businesses, and a post office. There were two doctor brothers (Homer and Grover Nickell) who practiced medicine there before moving to Morehead. A narrow gauge

railroad ran from Salt Lick to Yale that was used to haul the logs and sawed timber to market. Also there were wealthy land owners in the area that farmed the rich river bottom land. Yale was a prosperous community until the timber was gone and the depression hit this country.

#### Taylor Goes to Radio School

In 1929, the automobile was making an appearance in Yale and Bath County. As the people began buying cars there was a demand for

mechanics to repair and maintain them. It was then that Taylor Ellington began to learn that skill to supplement his farming income. Since early boyhood he had repaired farm equipment, saw mill equipment, bicycles and motorcycles. The young lad had a keen mind and natural mechanical skills. He soon gained a reputation as a skilled mechanic and was kept busy repairing automobiles as

See MEMORIES on B-5

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The gracious host skillfully adjusted all of the many knobs on the primitive set. Still nothing but snow, and then an excited voice saying "there's the kick off and we're underway." I didn't see the kick but took his word for it. Then as the announcer said, "Morehead lines up in a split T formation with 'Izzy' Porter at the quarterback slot" the camera must have zoomed in for a close up of the team because I could actually see some of the players as John Collis snapped the ball to "Izzy." I thought maybe I saw it but was not too sure, but I did see what appeared to be football players lined up running toward the camera.

Needless to say this writer was not impressed with my first television viewing. But



Ellington's radio and television shop on Morehead Main St. next door to the old Eagles Nest Restaurant. View looking east on the north side of Main St. 1950.

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We received our TV in time to get the presidential election results in 1952. General Eisenhower, republican, was running against Adlai Stevenson, democrat.

My grandfather, John Ellis, a lifelong democrat, came to my home to listen to the election returns.

When it became apparent Eisenhower would win in a landslide, my grandfather said, "I didn't have to stay up until midnight to hear this, I could have waited until tomorrow and read it in the paper and would have been happier a little longer."

**Early Television was an Adventure**

All TV programs and commercials were live and black and white in those early days of television. Sometimes the messed up commercials were hilarious. (In today's television world they be called

adventure and you never knew what was going to happen.

**Mr. Ellington Multi-Talented**

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See MEMORIES on B-A

## Memories From B-4



**Taylor Ellington Loads one of the classic flintlock muzzle loading KY rifles he made.**

well as farming. He was known in those early days as a "shade tree" mechanic but he possessed a natural understanding of mechanical (and electronic) equipment that bordered on the genius.

In early 1924 radio was in its infancy, and Taylor peered prophetically into the future and recognized the potential of radio, and decided there would be a demand for someone to repair radios. Taylor and his wife Marie talked it over and he took their meager savings and boarded the eastbound C&O passenger train to Washington, D.C. There he attended a twelve-week course in a radio technical school at the DeVry Institute.

He returned home with the skill, tools and training needed to build and repair radios. In 1926, Mr. Ellington built the first radio in Bath County. It was a crystal set and you had to listen through ear phones. WLW Cincinnati was the only radio station broadcasts that reached the small community. People came from miles around and were amazed that they could hear (amid the static) music and talking from Cincinnati. One old timer was brought to hear that miracle of modern technology and after putting on the earphones said, "You can't fool me there's someone out behind the chimney playing music." He threw off the earphones and ran around the house convinced he was going to find someone playing music there. Later Mr. Ellington added two more sets of earphones so that three people could listen at the same time. Later on he built a make-shift loud speaker by stretching heavy wall paper over a large bucket connected by wire to the set and you could then hear without the earphones. That served as a sound amplifier.

### **Miracle of Radio Appeared in Rural Rowan and Bath**

Soon more of the people in the community were buying radio sets to hear the miracle of sound from Cincinnati. Since there was no electricity the sets were all battery operated, and the power package contained two or three heavy batteries. One winter day when the Licking River was at floodstage, two men from Rowan County rowed across the river. One man carried the massive battery pack and the other man carried the radio. They told Taylor the radio "all at once just stopped working."

After examining the radio the only thing wrong was the dial was set on the short wave band, and there was no short wave radio in the area. The two men were so mad, each blaming the other for their stupidity, that they almost fought. Soon repairing radios and Model T's began to consume more time than farming.

### **A Windmill Generator**

With no electricity in the county in the late 1920s Taylor ordered instructions for building a windmill powered generator.

He painstakingly made all the parts inside his machine shop. Then climbed into the top of a large cedar tree in their front yard and cut the top out. Then he hoisted the large metal frame and installed it in the top of that cedar tree.

After working out a few initial problems, the generator worked perfectly. When the wind blew, the generated electricity was stored in a large battery pack and when the windmill was not turning they still had electricity. They were the only home in the valley with electricity. Taylor was triumphant again, and was far ahead of his time with a windmill powered generator.

### **Air Boat Adventure**

In 1927 Taylor Ellington and his brother Lindsey read about the airboats that were used in the shallow lakes and swamps in Florida. They decided they would build one themselves.

After building a sturdy 18ft. long poplar rowboat they built a large steel frame and attached it high above the rear of the boat.

After adapting a motorcycle engine to power their home-made walnut propeller, they attached the apparatus to the rear of the boat inside the metal frame. Their maiden voyage was during the flood of 1927 across the muddy back water flooded fields in the Licking Valley.

The voyage was almost a disaster. There was too much power, too little rudder control, and of course no brakes. They later converted the boat to a propeller powered air sled instead of an air boat. It was much better and safer sliding over the fields of snow instead of the fields covered with water.

Next week: Mr. Ellington's airplane, long rifles, grandfather clocks, and antique autos.

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### **Air Boat Adventure**

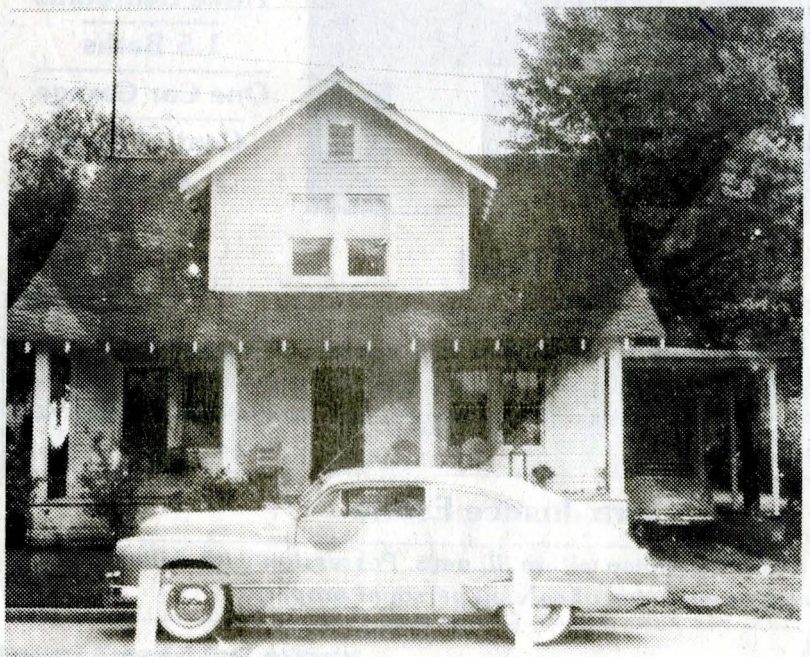
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Next week: Mr. Ellington's airplane, long rifles, grandfather clocks, and antique autos.



**The Bays Avenue home of Taylor Ellington where this writer saw his first TV program in 1949. It was a football game between Morehead and Marshall College. Notice TV antenna pole at extreme top of photo.**

## Local Trivia

## On The Airwaves

■ Taylor Ellington had one of the first black and white television sets in Morehead, which brought many visitors to his Bays Avenue home.

# History

SECTION C

The Morehead News, July 21

## About the Author



Dr. Jack Ellis is a retired Morehead State University Library director and a retired minister.

## Morehead Memories:

### People & Places

### Ellington's — Airplane, Long Rifles, Classic Cars, Etc.

By Jack D. Ellis  
Special to The Morehead News

"And shall make him of quick understanding" (Is. 11:3)

In 1933 Taylor became fascinated with airplanes and decided he could build one himself. He attended a technical training course at the Wright School of Aeronautics in Dayton, Ohio. When he returned he had a set of plans for building a plane (not a kit). There would be an instructor come and check on the various stages of construction and make sure it was air worthy before flying.

#### Early Airplane Construction

The plane was a single seat, single engine, Petrol Air Camper, high wing monoplane. It was 18 feet long and had a wing span of 24 feet. The plane looked much like a small piper cub that is still being manufactured today. The frame was built of seasoned spruce stripes. (It could have been the original Spruce Goose. That was a giant sea plane built of wood for billionaire Howard Hughes in the 1940s that flew only once.) Those thin wooden slats were held together with wire, glue, and steel bands at the front, back and middle of the fuselage. The wing struts were braced and welded to the frame. The landing gear used two motorcycle wheels, and the airplane was powered by an adapted 1931 Model A Ford engine. The six foot propeller was levied and laboriously

the instructor from Dayton.

#### Plane passed "Ground Testing"

The day finally arrived when the crude airplane was ready to be inspected and ground tested. The inspector arrived from Dayton to examine the plane. The men pushed the plane from under the shed into the big field in front of the Ellington home. Mr. Ellington climbed into the crude cockpit built from an old Model T car seat. When the instructor called for contact, switch on, he hand cranked the propeller twice and the engine started perfectly. The would-be pilot taxied the plane down to the end of the grassy field and back. Then the instructor repeated the process and pronounced the plane ready for flying after the covering was all in place on the body and wings of the plane. He said when that was finished he would return and give Mr. Ellington flying lessons.

#### Dream of Flying ends

Unfortunately due to circumstances beyond his control, Mr. Ellington's airplane never got off the ground. The year was 1934 and the effects of the 1929 stock market crash were just reaching that area. Also, the timber had all been logged and there was no market for farm products. People were not buying or repairing radios or automobiles. Mr. Ellington's business was struggling. People were moving away from Yale and the future



Members of the Kentucky Long Rifle Team served as honor guard for the inauguration of Governor Louis B. Nunn in 1968. All were expert marksmen and never lost a shooting contest against another muzzle loading team.

sell. There they had the convenience of the cow in the barn behind the house, a concrete floored screened in back porch with a well and pump. But like most other people's homes, there was no indoor plumbing.

Mr. Norman Wells built and equipped a garage at the corner of West Main and Heights Avenue. He told Mr. Ellington he would not have to pay him rent for six months. Mr. Ellington repaired automobiles in the garage and

spent most of WW II as a radio operator-gunner on a B-25 medium bomber in the Pacific War.

#### Return of the Kentucky long rifle

While in the military, Harold was constantly asked if

he had a Kentucky Long Rifle. Harold said no, but he was determined to get one when he returned home. In the mid 1950s Harold and Taylor purchased two antique muzzle loading Kentucky Long Rifle and started firing them for target practice. Other men became interested and wanted to know where they could get one. Taylor said he could make them and he began turning out excellent hand made flint back muzzle loading Kentucky Long Rifles in his machine shop. Other men became interested and a gun club was formed called the Kentucky Long Rifles.

The gun club began to shoot competitive against other clubs. Their expert marksmanship usually brought home the winner trophy. Also, the men dressed in their buckskin jackets and broad brimmed hats, were in demand to appear in parades throughout the country. By 1963, their fame had reached Pennsylvania, and that state claimed the long rifle was originally made there, and should have been called the Pennsylvania Long Rifle. They challenged the Kentucky crew to a shooting match. They made a mistake because Taylor Ellington and the

See MEMORIES on C-2

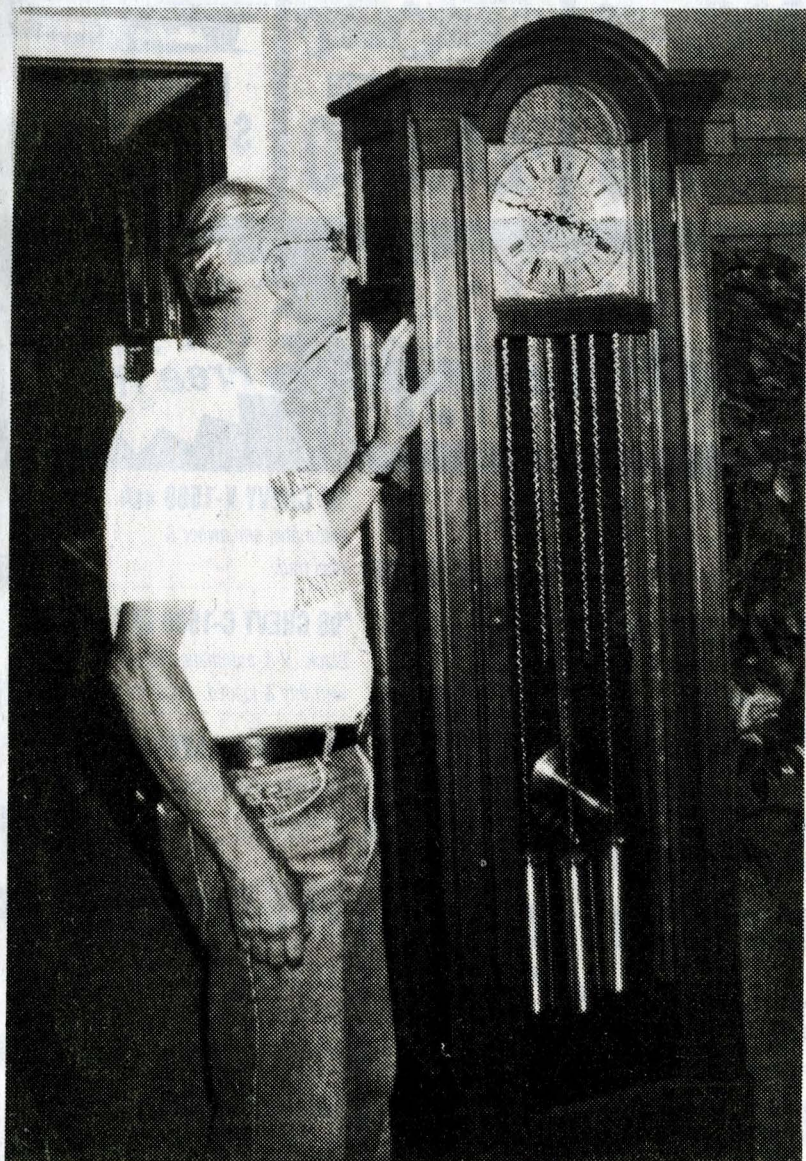
## BATH MANUFACTURING

### HERE WE GROW AGAIN!!

Come be a part of an

could have been the original Spruce Goose. That was a giant sea plane built of wood for billionaire Howard Hughes in the 1940s that flew only once.) Those thin wooden slats were held together with wire, glue, and steel bands at the front, back and middle of the fuselage. The wing struts were braced and welded to the frame. The landing gear used two motorcycle wheels, and the airplane was powered by an adapted 1931 Model A Ford engine. The six foot propeller was lovingly and laboriously fashioned from a one piece walnut log. The rubber, elevator, and aerlerons controls were wired to the joy stick with steel cable.

With Mr. Ellington's radio repair business, automobile repair shop, and farming, he had little time to devote to building the airplane. However, he worked on it in the spare time he had available. After two years he had completed the skeletal frame work, but could not cover the plane with the heavy waterproof tarpaulin material until it had been inspected by



Harold Ellington looks at one of the beautiful grandfather clocks built by his father.

**Dream of Flying ends**  
Unfortunately due to circumstances beyond his control, Mr. Ellington's airplane never got off the ground. The year was 1934 and the effects of the 1929 stock market crash were just reaching that area. Also, the timber had all been logged and there was no market for farm products. People were not buying or repairing radios or automobiles. Mr. Ellington's business was struggling. People were moving away from Yale and the future looked bleak. He tried to make a success at farming but when he could not sell a Jersey cow and calf at market for \$14, he decided he would have to leave the farm. Before moving away, he dismantled the airplane and sealed it up in the attic of the old farm house. But years later vandals broke in the abandoned attic and stole the plane.

#### Move to Morehead

In 1937 the Ellington family moved to Thomas Addition in Morehead, along with their Jersey cow that they could not

sell. There they had the convenience of the cow in the barn behind the house, a concrete floored screened in back porch with a well and pump. But like most other people's homes, there was no indoor plumbing.

Mr. Norman Wells built and equipped a garage at the corner of West Main and Heights Avenue. He told Mr. Ellington he would not have to pay him rent for six months. Mr. Ellington repaired automobiles in the garage and radios in the small office in the front. Repairing radios soon dominated the business and Mr. Ellington closed the garage and moved the radio shop next door to the Trail Theater on Wilson Avenue. There he and his oldest son Harold built successful radio repair and sales business.

During that time Mr. Ellington began making 8mm home movies of family and business. He made the first movies this writer ever saw. During the World War II years, he filmed several local school activities. There were many rural and consolidated schools in those films. He later gave them to this writer who still has them. In addition to movies, Mr. Ellington did a lot of photographic still pictures for people and businesses.

#### Harold Ellington enters radio school

In 1942 during WW II, Harold Ellington entered the Army Air Corps hoping to become a pilot. When he took the Army Aptitude Test and since he did not want to go into radio work, he deliberately missed all the questions dealing with radios or electronics. Later, when he could not get into pilot training, he applied for radio school, and was called in for an interview with the personnel officer. During the interview, the officer asked Harold what he wanted to do now that he could not become a pilot. When Harold told him he would like to go to Radio School, the officer pulled his personnel file with his aptitude test results. He noticed that he missed every question about radios and said, "Young man I don't believe you should go to radio school." Harold explained the situation and convinced the officer he had deliberately missed these questions and did have radio skills and experience. He was then admitted to radio school and

spent most of WW II as a radio operator-gunner on a B-25 medium bomber in the Pacific War.

**Return of the Kentucky long rifle**  
While in the military, Harold was constantly asked if

made a mistake because Taylor Ellington and th

See MEMORIES on C

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## Memories

### From C-1

expert marksmen from Kentucky won every match. Therefore Kentucky retained the right to call those muzzle loading rifles "Kentucky Long Rifles."

#### Kentucky Long Rifles Battle U.S Army

There was a retired Army Colonel who was one of the members of the Kentucky Long Rifles Association. One of his friends, and active Army Colonel, stationed at Fort Knox, Kentucky challenged the antique rifle sharpshooting team to shoot against an Army sharpshooting team at Fort Knox, Kentucky. The Army team would use modern weapons. The challenge was accepted and Taylor Ellington and the Kentucky Long Rifle team arrived at the Army base thinking they would be shooting against the best shooters at Ft. Knox. Instead the Army flew their best expert marksmen to Ft. Knox from all over the world. They came from Army bases in Europe, Asia, South America and the Middle East. The Army had brought in the best they had to fire against the Kentuckians.

The first round of firing from 25 yards resulted in a tie between the antique and modern weapon shooters. When the shooting distance was increased the Army team with their modern weapons won by a very small majority over the Kentucky Long Rifle team using their home-made antiques flint lock muzzle loading rifles. It was no wonder that Daniel Boone and the Kentucky Rifle had such a reputation for accuracy.

In the 1960s when the U.S. Navy commissioned a new submarine named "the Daniel Boone," Rex Maxey another local expert gun maker, made a Kentucky Long Rifle and presented it to the Captain of that submarine. It was mounted in a prominent place on the submarine and was a source of pride among the crew during the life of the submarine.

Over the years, Taylor Ellington made 66 of those prize Kentucky Long Rifles. He had to turn down many requests by people who asked him to make them a gun. However, this writer was fortunate to have one of the last ones he made. It is one of my most prized possessions—A Taylor Made Long Rifle.

Although Mr. Ellington retired from his radio and television business in the 1960s and turned it over to his son Harold, he remained productive and active as he pursued his many interests. Those included making Kentucky Long Rifles, building grandfather clocks, and restoring classic antique automobiles.

#### Mr. Ellington restored antique autos

Model A Fords held a special place in Mr. Ellington's heart because he had worked on them in the 1930s when they were first manufactured. Therefore he specialized in Model A Fords and restored many during his retirement years. Among those he completely restored to their original condition was a 1931 Ford Model A Coupe LS. He also restored two 1931 Ford Model A Roadster Sedans. Most of his cars usually won first prize at the classic car shows. Also during retirement

years he became interested in building grandfather clocks. He made three classic clocks that are now the prized possession of his children.

During the early years of Morehead, Mr. Ellington, with his many interests and talents, made a major impact upon Morehead and Eastern Kentucky. He was a pioneer not only in radio and television, but in many other areas. He died in 1992, and Morehead lost one of their early visionaries.

WANTED TO BORROW:  
Old photographs of early Rowan County

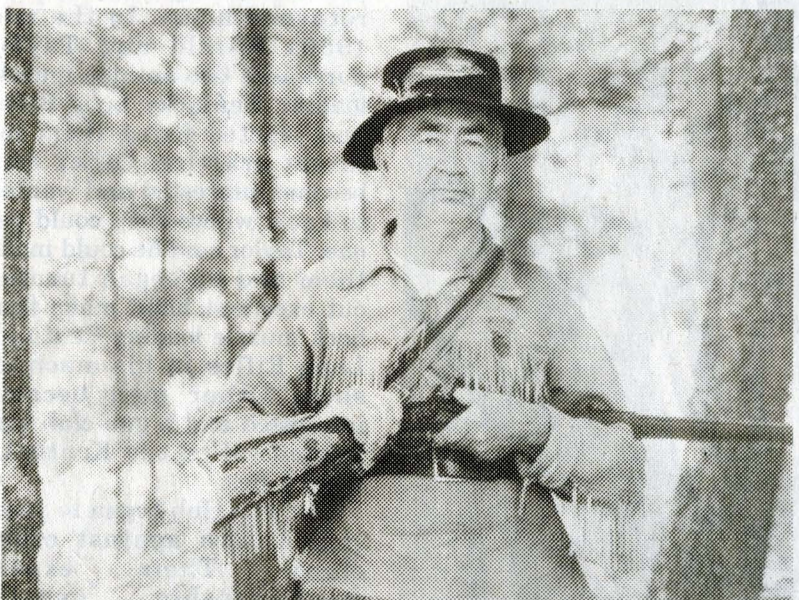
Logging: horses or oxen  
Sawmill or cutting timber  
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Also early Morehead and North Fork Railroad photos or early Lee Clay Co.

Will be returned. Please put name, address and telephone number of back of photo and identify who, where and when. Send to Jack Ellis, 550 W. Sun Street, Morehead, KY 40351.



Kentucky's long rifle men were much in demand to lead local parades.



Taylor Ellington displays one of the many classic antique rifles he made.



One of the locations of Ellington's Radio-TV Shop on Main St. in Morehead. The shop also was located on North Wilson-South Wilson and First Street during the 30 years it was in business.



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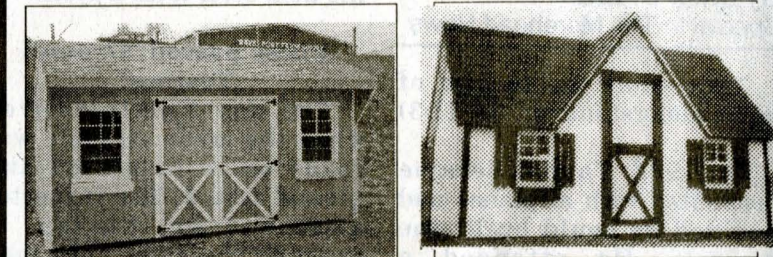
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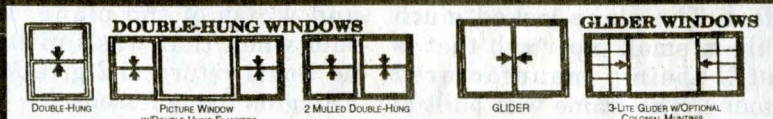
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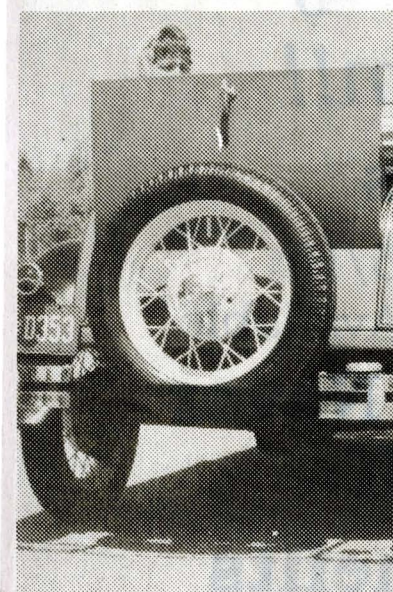
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One of the locations of Ellington's Radio-TV Shop on Main St. in Morehead. The shop also was located on North Wilson-South Wilson and First Street during the 30 years it was in business.



This 1931 Ford Model A luxury classic coupe with a fold out rumble seat was one of many cars restored by Taylor Ellington.



Fess Parker, the Daniel Boone of television fame, was presented an Indian tomahawk by the KY Corps of Long Riflemen at the KY State Fair.

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V-6, auto & loaded. Factory warranty. \$14,995
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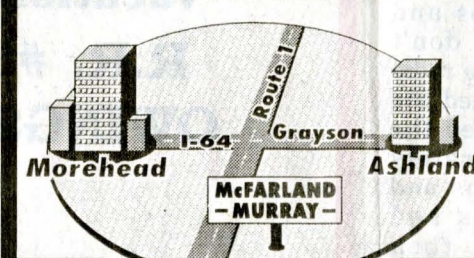
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## Local Trivia

### Early Flights

■ In 1940, Creed Patrick became a certified instructor and began offering flight instruction to the public.

## SECTION C

# History

THE MOREHEAD NEWS, JUNE 8

## About the Author



Dr. Jack Ellis is a retired Morehead State University Library director and a retired minister.

# Morehead Memories:

## People & Places

### Creed Patrick: A Morehead Man and His Flying Machine II

By Jack D. Ellis  
Special to The Morehead News

"Pray ye that your flight be not in winter" (Matt. 24:20).

The end of WW II brought renewed interest in flying, both from young high school boys waiting to enter military service and returning veterans. Creed Patrick was an instructor certified to teach flying to veterans under the G.I. Bill and was kept busy for several years teaching veterans following WW II. During those busy days, Creed and Helen had only one car. Helen would take him to the Midland Airport and when Creed was finished with his last student, he would buzz their house in Morehead which meant, "Helen, come to the airport and get me, I'm through for the day".

At that time the airport was located in Bath County on the Arnold Wages farm west of Licking River parallel with US 60. Among those students Creed taught to fly included Jim Clayton, Paul Wheeler, Drexel Wells, Bernard Grier,

In 1964, the Ruth Brothers purchased a "hot" airplane. Their first plane was a Cessna 150 four-seater. It cruised at about 100 mph. However, they soon purchased a Cessna 210 six-seater. It was considered the Cadillac of small corporate planes and flew much faster. It cost \$100,000 plus and additional \$75,000 was added for cockpit instrumentation. The plane was kept in its own hangar at the new Farmers Airport. Creed worked for the Ruth Brothers for 29 years plus as construction foreman and company pilot. But his first love was flying and he enjoyed every moment he was in the air.

#### Third Morehead airport established

In 1964 plans were made by County Judge Wilfred Flannery, Creed Patrick, W.H. "Bill" Litton and others for a new airport to serve Rowan County. In flying over the area it appear the best location was on a high plateau near Farmers, Kentucky. The land was for sale and was



Creed Patrick as an instructor of military pilots in WW II. Creed is one of the founders of the Kentucky Aviation Museum.

— the Rowan Count Fiscal Court would not go along with Judge Flannery's recommendation and refused to become the sponsoring government agency.

The Airport Board then turned to the Morehead City Council, and on Tuesday, Oct. 27, 1964, the Morehead City Council became the sponsoring government agency for the airport. Eldon Evans was Morehead's mayor and Council members were: N.C. March, Robert Allen, Austin Riddle, Wilbert Crager, George Hill and Paul J. Reynolds. The resolution adopted on Oct. 2, 1964 read (in part): "Whereas the City of Morehead, Kentucky, is Sponsor of and for the Morehead Rowan County



This photo was taken from a plane piloted by Creed Patrick and snapped by Roger Barbour in 1946. Looking east, it shows US 60 and the C&O Railroad and the Morehead and North Fork Spur Track.

land for the new airport is located near the new industrial site in Rowan and Fleming counties. There will be a new generation of pilots and planes landing at the new airport. Although much of the new airport is in Fleming County, remember the airport that served Rowan County for 25 years was in Bath County.

The new airport, already named "The Clyde Thomas Rowan County Airport" will have a 5,000 ft. paved runway, hangar space and a wide blacktop road leading to the site. It will be a major move toward increased economic development in Rowan and surrounding counties.

Creed was Morehead's first

pilot and airplane owner. He said he had owned 10 to 12 airplanes in his lifetime. He was one of Morehead's Magnificent Young Men in Their Flying Machines in the early days of flying with the sky was open, unregulated and free. He helped pave the

See CREED on C-2



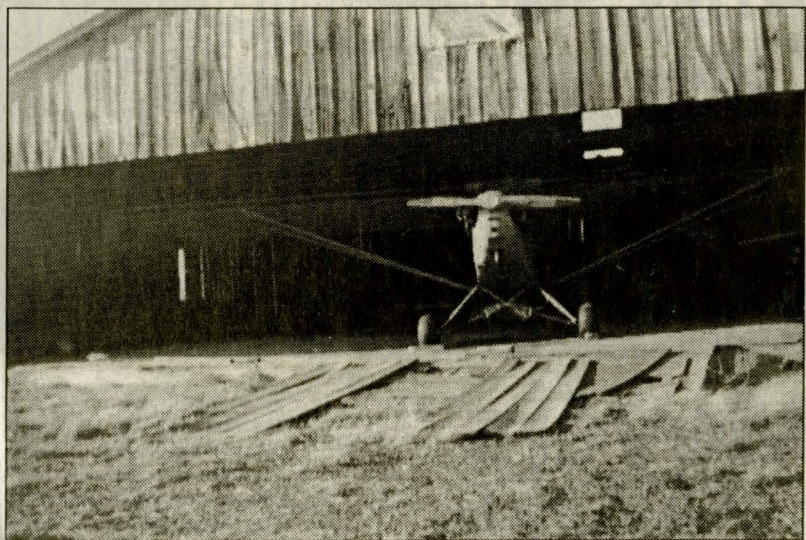


**Instructor Patrick revs up his Piper Cub as student Bill Litton prepares to board for his flying lesson at the airport at Midland (1950s).**

Clyde Day, J.C. Barber, Billy Litton, Ben Crawford and George Gumbert. Dr. Gumbert later became manager of Lexington's Bluegrass Field. Another of Creed's students was George D. Alfrey Jr., who later became an American Airlines captain (his story will come later). There were many other local men that learned to fly under Creed Patrick's tutelage.

**Employed as a company pilot for Ruth brothers**

In 1960 Creed Patrick began working for the Ruth Brothers Construction Company. It was a company owned by three brothers: Jack, Tommy and Marvin. The company was primarily involved in road construction, and later on changed to East Kentucky Paving Company. Patrick was employed as Blacktop Supervisor and Company Pilot. He flew the owners to various construction sites, bid openings and political meetings.



**One of Creed Patrick's students, Dr. George Gambert's, plane sits in a barn converted into a hangar at the Midland Airfield on Arnold Wages farm (1950s). Dr. Gambert is one of the Kentucky Aviation Museum founders.**

owned by Roy Cornett. Mr. Cornett was not aware that the land was being considered for an airport.

One morning with all of the preliminary paper work completed to purchase the farm, Creed Patrick flew Judge Flannery and Bill Litton to Dayton, Ohio. There they met with Judge Flannery's brother-in-law, Dr. J. Tye. Dr. Tye bought the farm from Roy Cornett, donated enough land for an airport and signed the necessary papers. The three men then flew from Dayton, Ohio to Frankfort, Kentucky, to complete the application process for the new airport. Their application was approved that day with the land making the local 25 percent matching money needed for the cost of construction. Governor Ned Breathitt agreed that the state would pay 25 percent and the Federal Government pay 50 percent. The process was pretty much completed in one day. But then a problem arose

sponsoring government agency for the airport. Eldon Evans was Morehead's mayor and Council members were: N.C. March, Robert Allen, Austin Riddle, Wilbert Crager, George Hill and Paul J. Reynolds. The resolution adopted on Oct. 2, 1964 read (in part): "Whereas the City of Morehead, Kentucky, is Sponsor of and for the Morehead Rowan County Airport, and whereas the Federal Aviation Agency has executed a certain Grant Agreement...and whereas the City of Morehead, Kentucky has executed all necessary papers it accepts such a grant offer". Art Stewart, a later Council member, was appointed by Council to represent the city on the Airport Board.

Local resident, W.H. Bill Litton, a member of the 1946 Breckinridge State Championship basketball team, and a graduate of the Purdue University College of Engineering did all of the engineering work on the airport. He also did all of the engineering work on the Mt. Sterling and Prestonsburg airports. The Ruth Brothers did the construction and Creed Patrick was the blacktop supervisor. A hangar was built for the Ruth Brothers corporate Cessna, flown by Creed Patrick.

In 1964, the third Rowan County airport opened on a high plateau in Farmers, Kentucky. It had a 3,000 paved runway. The engineering work for the new airport was done by Billy Litton and the State agreed to build a new blacktop road from US 60 to the airport (a distance of about a half mile). However, the state was about to renege on their offer to build a new road. It was then that Judge Flannery and Creed Patrick got fifty dollars in dimes and enlisted students at Morehead State College to flood the telephone switchboard at Frankfort requesting that the road be built. Since the legislature was in session at that time and those calls were tying up the switchboards, the students soon got the attention of the legislators and got the road to the airport built.

**Fourth Morehead airport underway**

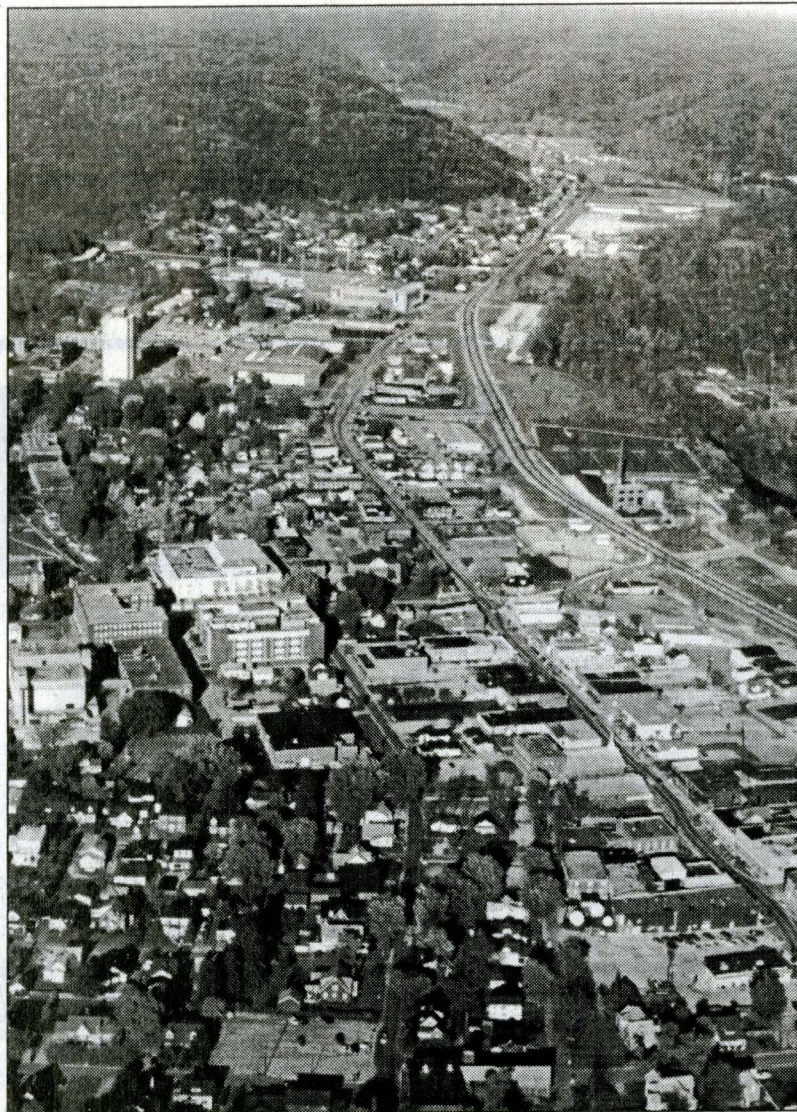
In 2001, land for a fourth airport is being acquired. The

airport. Although new airport is in Fleming County, remember the airport that served Rowan County for 25 years was in Bath County

toward increased economic development in Rowan and surrounding counties. Creed was Morehead's first

sky was open, unregulated and free. He helped pave the

See CREED on C-2

**Creed** From C-1

An aerial photo of Morehead looking east. Taken in 1995 by Donald Lafferty. It shows the new bypass where the C&O Railroad tracks were located.

way for today's generation of pilots. But when asked if he had any close calls as a pilot in those early days, Creed recalled as an instructor for the Army, a plane lost a wing in flight and the airplane spiraled in.

But happily both student and instructor survived with only minor injuries. Also, when asked if he had ever made a forced landing away from the airfield, he replied, "Many times". In the the early days of flying there was always the problem of water

in the gasline and he had made many forced landings on highways and in pasture fields. During the construction of I 64, he would frequently land on the unfinished highway with company officials.

Creek Patrick, one of Morehead's Magnificent Young Men in Their Flying Machines is now retired. Since he is one of the very first to fly in Morehead, he could be called Morehead's answer to the Wright Brothers.

# History book 'best of its kind'

By **JAMES M. GIFFORD**  
Executive Director  
Jesse Stuart Foundation in  
Ashland

The Jesse Stuart Foundation recently published an important new book, "Morehead Memories: True Stories from Eastern Kentucky", a three-year labor of love by Jack D. Ellis, retired Director of Libraries at Morehead State University. This 592-page hardback book contains more than 100 photographic illustrations.

"Morehead Memories", a fascinating local history of Morehead and Rowan County, is a classic example of Thomas Jefferson's theory that local events are more important to

the individual than national and international events.

"Morehead Memories" is the best kind of local history. It brings life to a town and a county, but it is a microcosm of state history, too. It traces local events from 1780, when the three original counties in Kentucky were established, down to the present.

It recalls, through Ellis' graceful writing and solid research, the struggle of a city and county to advance from a raw, violent, feuding region into a modern educational, commercial, cultural and medical center.

This exciting book begins with the Rowan County Feud on the "Darkest of the Dark and Bloody Ground" of

Kentucky and, in topical fashion, moves forward, examining banks, business, the medical profession, education, sports, newspapers, floods and fires, arts and entertainment, and much more.

"Morehead Memories" also reinforces one of my own beliefs and theories about leadership in Eastern Kentucky. It proves that while many well-intended people have come here with "souls afire" to help us or save us, the people of Eastern Kentucky and Southern Appalachia have produced their own heroes and heroines and their own leaders.

In Rowan County, two classic examples were Cora

Wilson Stewart, the founder of the "Moonlight Schools", night schools for illiterate adults, and Dr. Claire Louise Caudill, one of Kentucky's best-known and most-loved physicians.

American history rests squarely on the base of local events. If every town and county in America had history like "Morehead Memories", thorough in detail and interesting to read, we would all have a clearer understanding of our local and national history.

"Morehead Memories" is available at the Jesse Stuart Foundation, 1645 Winchester Avenue in downtown Ashland. For more information, call (606) 326-1667.

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## Heilig-Meyers

BANKRUPTCY CASE #00-34533

# GOING OUT OF BUSINESS

## Local Trivia

### Scary Flight

■ In June 1951, the young Alfrey was hired by Aerospray, Inc. as a crop duster spraying tobacco fields throughout the state.

## SECTION C

# History

THE MOREHEAD NEWS, JUNE 22

## About the Author



Dr. Jack Ellis is a retired Morehead State University Library director and a retired minister.

# Morehead Memories:

## People & Places

### George Alfrey: A Morehead Man and His Flying Machine, II

By Jack D. Ellis  
Special to The Morehead News

"As swift as the eagle flies" (De. 28:49).

In 1956, when Morehead native George Alfrey's tour of duty ended in the U.S. Air Force, the commercial airline industry was expanding rapidly. There was a critical shortage of pilots with jet experience. Lt. Alfrey had that experience and he was hired by American Airlines even before he was released from the military. That gave him one month of valuable seniority which would be important in future years. (At that time American Airlines had 1,200 pilots).

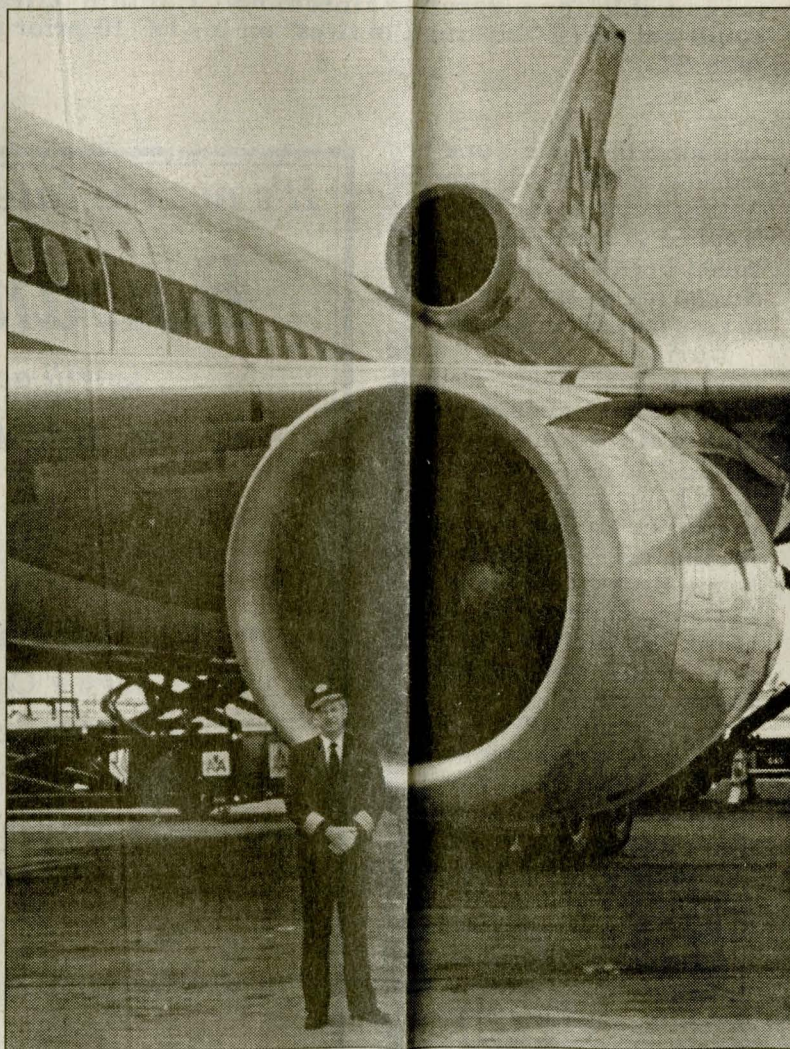
Following six months of rigorous training by American Airlines, the young pilot was sent to Washington, D.C. There he was assigned to fly a Convoir 240 twin-engine propeller plane out of the D.C. National Airport. He was flying to cities up and down the Eastern seaboard. This Convoir 240 carried forty passengers, one stewardess, a pilot and co-pilot. There was no radar on board and George recalled that coming from military jets with the latest in

### Alfrey family moved to Buffalo, N.Y.

In 1960 the young pilot moved to Dallas, Texas where he flew a DC 6-B four-engine propeller plane throughout the Midwest. That plane carried 65 passengers and a crew of five. The planes were getting bigger and air traffic was getting much heavier.

In 1961, George Alfrey and his family "shuffled off to Buffalo" (New York) where he began to build up more seniority with American Airlines. By 1965, George Alfrey had gained enough seniority and experience and was appointed Captain and continued flying a four engine DC-6 Electra Turboprop before moving into jet powered aircraft. The first commercial jet George flew was a BAC Twin jet. He soon moved up to the Boeing 727 medium range tri-jet that carried 140 passengers and a crew of seven. As Captain Alfrey began to gain more seniority, he was able to bid in more appealing flights.

The flight schedules for all airline pilots are assigned on a bid system based entirely on seniority. Every thirty days each Captain selects the route



Captain Alfrey appears dwarfed by the immensity of one of the jet engines on his CD 10 Tri-jet.

with my family, we drove to Montreal, Canada to the EXPO 67 World Fair. As we passed through Buffalo, we visited George and Mary Alfrey. They insisted we spend the night and we accepted their gracious hospitality. During that visit George confided in me that it was his dream to move his family back to Morehead as this writer had done. (At that time I was working as an Education Consultant for



Retired American Airlines pilot Captain George Alfrey goes over his preflight check list on his DC 10 prior to take off. His international flights took him from Dallas, Texas to cities in Europe.

overnight before returning non-stop to Chicago. Then he would commute back to Morehead and be home for four days before repeating the cycle. Other flights out of Chicago might take him to Seattle, Los Angeles and back to Chicago — all non-stop in a three-day period.

Although the commuting to Morehead was difficult, George Alfrey believed the sacrifice was worth it so that his family could live in Morehead and he could spend time with this mother during

her declining years. Also his mother and father-in-law (Mr. and Mrs. Yeager) were able to move to Morehead to make the family circle complete.

As Captain Alfrey gained more seniority and gray hair, he would bid overseas and international flights out of Dallas, Texas. He began flying the Dallas-Hawaii non-stop flight in a DC 10 Tri-jet that carried 325 passengers and a crew of 15, (including

See GEORGE on C-2



military jets with the latest in each Captain selects the route

EXPO 67 World Fair. As we passed through Buffalo, we visited George and Mary Alfrey. They insisted we spend the night and we accepted their gracious hospitality. During that visit George confided in me that it was his dream to move his family back to Morehead as this writer had done. (At that time I was working as an Education Consultant for Esquire, Inc. and could live anywhere in the U.S. and I chose to return to Morehead).

He also wanted his children to grow up in the same small town that nurtured him during his youth, just as I had done. Like this writer, George confided in me that he would soon be able to live most anywhere in the U.S., and when that time came he wanted to return to Morehead. In 1971 Captain George Alfrey and Mary decided the time had come for them to move back to Morehead and George would commute back to Buffalo.

#### **Flies Morehead State University basketball team**

On one flight out of Buffalo, New York Captain Alfrey learned the Morehead State University basketball team was on his flight to Cincinnati. During the flight, he went back into the passenger section and talked to them and after landing in Cincinnati, invited them to tour the cockpit. He said, "It was very rare to meet someone from Morehead".

In 1975, Captain Alfrey began to commute from Morehead to Chicago where he flew longer flights that took him to the west coast cities. Most airline pilots work three days and are off four. George's commute during those years took him from Morehead to the Cincinnati Airport, catch an American Airlines flight back to Chicago, make his flight to the west coast and return to Morehead.

#### **Commuting from Morehead difficult**

After moving back to Morehead, Captain Alfrey began to fly out of Chicago's O'Hare Field. He was gaining more seniority and able to bid more lucrative flights. One of those flights was a Boeing 727 Tri-jet with 140 passengers out of Chicago. Each month he would fly the route that took him non-stop from

he would fly non-stop to Mexico City and stay time with his mother...



**Captain George Alfrey and his wife Mary celebrate at his retirement from American Airlines in 1990. He began as a pilot for that company in 1956.**

technology to civilian aviation at that time was a step backwards. (Civilian flying had not yet caught up with military technology).

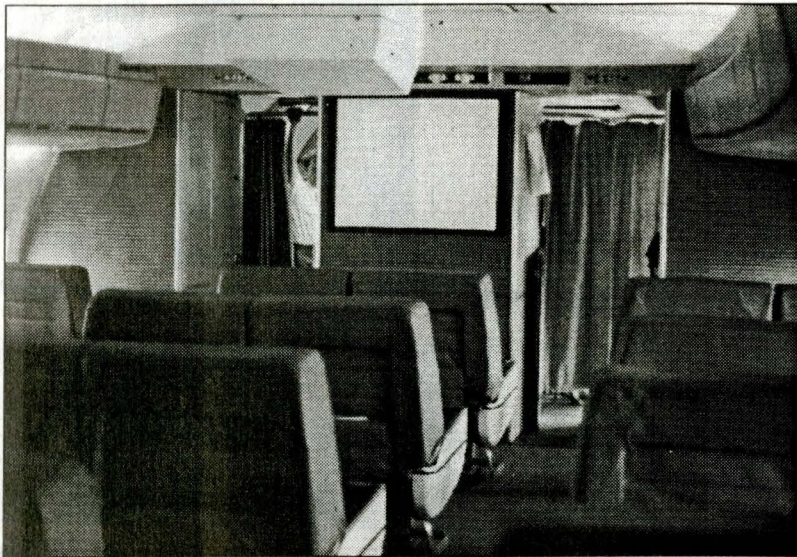
#### **Flying was difficult out of Washington, D.C.**

In the mid-1950s every commercial pilot hated flying out of the busy Washington, D.C. National Airport, and young Co-pilot Alfrey was no exception. He recalled they were not allowed to fly over certain government buildings, monuments, the Capital and other parts of the city. Also, because of the noise abatement regulations, the pilots were required to reduce power almost to the point of stalling the aircraft. Air traffic was also always heavy up and down the Eastern seaboard. Also the weather was disagreeable and unpredictable in those east coast cities. It made flying difficult, especially since at that time when they had no radar on board and many times the pilots had to fly right through heavy storms.

he wants to fly and submits a bid sheet on that particular route. Assuming all are qualified, the one with the most seniority gets the job, and the others are assigned their second or third choices. If a pilot with more seniority wanted to bid George's flight, he would have been bumped down to another flight. Of course, the transcontinental and international flights were the choice positions and there is a saying among the airline personnel that the pilots that fly those routes have "lots of gray hair". The cockpit crews all stay together on each flight, but the flight attendants would change because they worked under a different union. All crew members on international flights have seniority, and that's where you find the more mature flight attendants as well as cockpit crews.

In 1966 this writer and his family moved back to Morehead. At that time I could live anywhere in the U.S., but chose to return home to Morehead. In 1967 along

## George From C-1



The passenger section of a DC 10 at one time contained a screen connected to a TV camera behind the pilot. Upon take off and landing the pilot would turn on that camera and the passengers would see what the pilot saw. That was discontinued because it made passengers nervous.

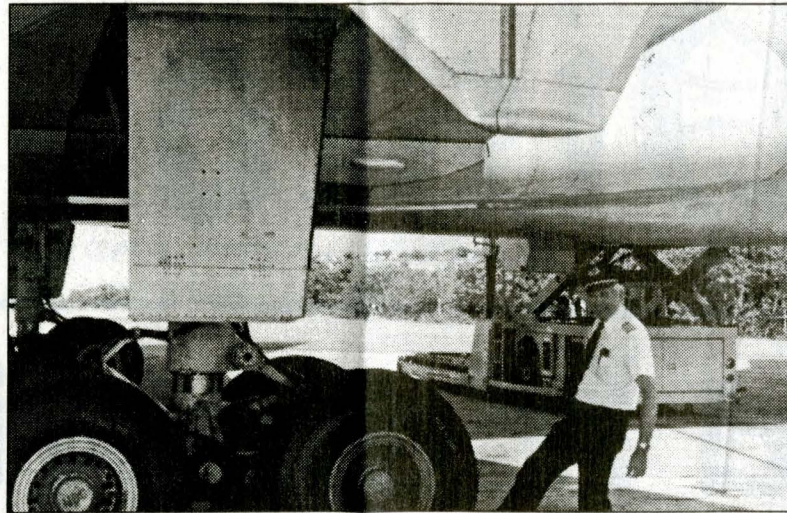
three in the cockpit). It was an eight-hour flight requiring constant alertness because of the heavy air traffic over the U.S.

### Captain Alfrey flies international routes

For the last five years of his career as a Captain with American Airlines, George Alfrey flew mostly international flights non-stop from Dallas to cities in Europe including London, Paris and Frankfurt. His DC 10 on those routes carried 248 passengers and a crew of 15, plus 272,000 pounds of fuel. Flying time to those European cities extended from 10-12 hours, depending upon the destination. As long as the flight remained in U.S. airspace, the crew was in constant contact with cities along their route. But once a plane left U.S. airspace, the pilot was pretty much on his own. A flight plan was filed and there were radio navigational check points every four hundred miles to make sure they were on course. However, even with the latest INS and MEGA

navigation systems, sometimes that was difficult. Should an international flight enter a foreign nation's air space more than 25 miles off their flight plan, the pilot and the airline are both fined and severely reprimanded.

The FAA requires that every commercial and military aircraft in the U.S. file a flight plan before taking off. All commercial airline flight plans are prepared by operations officers in cooperation with meteorologists, aircraft captains and crew. Among other things, it lists departure time, destination, weather patterns, air speed, course, altitude and estimated time of arrival. If conditions warrant, the captain has the authority to change the flight plan anywhere over the U.S. However, on international flights, when the aircraft is over the ocean, the captain is required to strictly adhere to the scheduled flight plan. Captain George Alfrey said if his DC 10, which cruised at 600 miles per hour at 33,000 feet, was behind a slower aircraft scheduled at the same



Although there was a flight engineer on his cockpit crew responsible for aircraft maintenance, Captain Alfrey could not resist "kicking the tires" on his DC 10 prior to take off.

altitude on the same course and cruising at 500 m.p.h. over the Atlantic Ocean, he was required to reduce his cruising speed because he could not change his altitude, or course, to pass the slower aircraft.

During these long international flights, Captain Alfrey would always get up and walk around in the aircraft every two hours to help keep alert. The crew would remain over two nights in the city of destination before flying their plane back to Dallas. International flight crews are required to make four trips per month to European cities.

As Captain Alfrey piloted his DC 10 on international flights, there was rarely a problem of communications. Since the language used by the commercial pilots of all nations is English, he never had a language problem in the air, but on the ground, it was a different story. During their lay-over, the crew stayed in hotels where everyone spoke English, but Captain Alfrey always wished he had learned to speak at least one foreign language. When you are a guest in another country, you

would like to be able to speak their language.

### A restless retired pilot

In talking with the retired American Airlines pilot, Captain Alfrey seems to be a man at peace with himself and what he has accomplished with his life. When asked what was his favorite flight, he replied, "I loved everyone of them. I just loved to fly". He said, "If I had been a wealthy man, I would have paid American Airlines to fly". Even today, 10 years after retirement has caught up to him, Captain Alfrey said, "I'd fly for them today just for my expenses if I could". When he began flying for American Airlines 34 years before his retirement, the company had

1,200 pilots. When he retired, they had over 10,000.

### Recalled early days of flying

Captain Alfrey fondly recalled his early days of flying in the 1940s when he flew his Piper Cub out of the Midland Airport parallel with US 60, that when there was a snow on the runway and US 60 had been cleared, he would sometimes take off and land on US 60. George Alfrey said without learning to fly there, he would probably never had a career in aviation. He has a deep respect even today for Creed Patrick, who taught him to fly the Piper Cub.

See GEORGE on C-3

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## George From C-2

George recalled that was a plane that would tell stories on you if not properly flown. It required proper foot, hand and eye coordination and if you made a mistake, you had to compensate for it. Today's advanced aircraft are controlled by automated computers and an automatic pilot. If a pilot makes a mistake, all kinds of bells and whistles sound the alarm and the automated system compensates for the mistake. Of course, that makes for much safer flying and takes some of the responsibility for all of those lives in the hands of today's airline captains.

George Alfrey flew for American Airlines for 34 years. Nine years as a co-pilot and 25 years as a Captain. He loved every minute of it but still misses flying. When asked how many hours do you estimate you have flown, he said, "Roughly about 25,000 hours. At the average speed of

today's jet planes, that translates to about 12 1/2 million miles. Not bad for a boy that learned to fly at age 16".

Today George Alfrey has a retirement perk that most of us would kill for. Both he and his wife, Mary, can board any American Airlines plane and fly free anywhere in the world American flies — and he doesn't even have to go through the ticket agent. He just shows up at the gate with his life time pass and takes to the air in the aircraft he flew for so many years. Talk about professional courtesy, that's professional courtesy! Also his children are permitted on two free flights per year. When asked if he took advantage of his retirement benefit, he said, "Not as much as I would like to, like you (this writer) and most retired people, I just seem to be too busy".

George Alfrey was one of Morehead's early pilots who

## Local Trivia

### Scary Flight

■ In June 1951, the young Alfrey was hired by Aerospray, Inc. as a crop duster spraying tobacco fields throughout the state.

## SECTION C

# History

THE MOREHEAD NEWS, JUNE 15

## About the Author



Dr. Jack Ellis is a retired Morehead State University Library director and a retired minister.

# Morehead Memories:

## People & Places

### George Alfrey: A Morehead Man and His Flying Machine, Part I

By Jack D. Ellis  
Special to The Morehead News

"Birds fly over the rainbow, why then, oh why can't I?" (from the Wizard of Oz theme song).



From Piper Cub pilot in Morehead to "jet jockey" — George Alfrey prepares to take off in his F-86 jet fighter plane during the height of the Cold War.

Although the young Mr. Alfrey was an accomplished musician, his first love was flying. Throughout his high school years during WW II, he kept photos on his bedroom

flying Instructor Creed Patrick said "George Alfrey was the best student I ever had. He was what you call 'a natural'". He had excellent coordination and learned quickly and was soon ready to solo. But before he could solo, he had to have a doctor certify he was healthy and Dr. Everette Blair examined him and pronounced him fit to fly. But the flying lessons were expensive, and because he loved to fly, he was spending all of his money on flying lessons. But that was the best money he ever spent. He said, "I was doing something I dearly loved and although I didn't know it at the time, I was preparing myself for a career in aviation".

#### Owned his first airplane

Young George recalled during his senior year in high school in 1948, Bernard Greer, one of his friends and classmates, was also learning to fly. Bernard owned a one-fourth interest in a Piper Cub J3 and offered to sell his interest for \$125. Of course, Jr. Alfrey did not have the \$125, so Bernard sold it to him on the installment plan and George eventually paid him for the plane. It cost \$5 a month to park the plane at the Midland Airfield barn owned by Arnold Wages. The bar held three airplanes by carefully stacking them inside like fitting a jigsaw puzzle together. George Alfrey recalled that Bernard Greer was his hero because he made it possible for him to own an airplane and to continue developing his flying skills. The first plane that George owned (in partnership) was a



In 1954, George Alfrey appears relaxed after landing his ~~F-86 jet fighter plane~~ <sup>T-33 Trainer</sup> in ~~Omaha, Neb.~~ during the Cold War.

the same time pull the nose of the airplane up. But there was a large maple tree at the end of the field and as he pulled the nose of the plane up, the right wing brushed the tree top and he "cartwheeled" into the ground. He almost "bought the farm" (Air Force slang for killed in a crash). But luckily there were men watching the whole event and they rushed to pull him out of the crashed plane, called an ambulance and he was taken to a Louisville, Kentucky hospital. There he was listed as critical, but recovered after a two-week stay in the hospital. (George returned to

the crash site recently and talked to people who saw and remembered the crash). Many of them were surprised he was still alive. Many who survive a plane crash never want to fly again, but flying was George Alfrey's life and he was determined not to allow this near fatal crash to end his flying career.

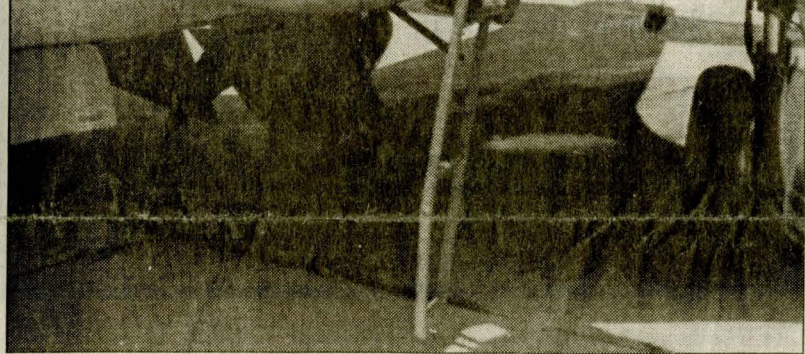
#### Flew the first jets in the Air Force

Following his high school graduation, George Alfrey enrolled at Morehead State College. In 1951 he volunteered for the Air Force at the age of 20. He was sent to Spence Airbase in Georgia

for six months. There he flew the T-6, a single engine primary flight training plane. It was an airplane far more advanced than anything he had ever flown before, but the young cadet soon mastered the skills needed to fly that trainer. He was then sent to Webb Air Force Base in Texas where he began training on the Air Force's advanced T-33 single engine jet plane. It was the first jet trainer used by the U.S. Air Force. After receiving his wings, the young Lieutenant began flying the F-86 single engine jet fighter

See GEORGE on C-2





**From Piper Cub pilot in Morehead to "jet jockey" — George Alfrey prepares to take off in his F-86 jet fighter plane during the height of the Cold War.**

George Dewey Alfrey Jr. was born Oct. 13, 1930 at 117 Fairbanks Ave. in Morehead. Prophetically his birth announcement contained a picture of a baby floating down in a parachute. George Jr. is the only child of George Dewey Sr. and Mabel (Amburgey) Alfrey. George Sr. died when Jr. was six years old, leaving a grieving widow to rear a fatherless child. Since his father died when George was very young, his family and friends have always called him Jr. But George Jr. grew up surrounded by the love and support of his widowed mother, grandparents, uncles and aunts.

Young George attended Morehead public school on Second Street where he exhibited a talent for music and became an accomplished piano player that could really "tickle the ivories". He also played the piano at the First Church of God where his mother taught Sunday School for many years and young Jr. was active in the youth group. As he recalled his childhood, he said, "Morehead was a small town and you knew everyone. I felt secure and had many friends, and you lived at a much slower pace".

**Realized his dream of**

wall of the famous planes of WW II. During the war years, Morehead Marine pilot, J.T. Daugherty, would sometimes fly over Morehead and buzz the town, creating a great deal of excitement. It was during the war years that the young lad determined he would someday learn to fly.

In 1945, when Creed Patrick returned to Morehead and opened his flying school at Midland, George Alfrey saw his chance to take flying lessons. He began taking flying lessons without his mother's knowledge, because she did not want him to fly. However, Mother Mabel later realized flying was the dream of her young son, and she wisely relented and allowed him to continue his lessons.

During high school the young student worked at his Uncle Vernon Alfrey's Valley View Gulf Service Station on west US 60 (now ambulance center). He saved his money and secretly began to take flying lessons from Creed Patrick. A one-half hour session cost nine dollars and George worked all week to make enough for a one-half hour lesson with just enough left over for a movie and a bag of popcorn at the Trail Theater.

George eventually paid him for the plane. It cost \$5 a month to park the plane at the Midland Airfield barn owned by Arnold Wages. The barn held three airplanes by carefully stacking them inside like fitting a jigsaw puzzle together. George Alfrey recalled that Bernard Greer was his hero because he made it possible for him to own an airplane and to continue developing his flying skills. The first plane that George owned (in partnership) was a Piper Cub J3. Like the first automobile many people owned, it had a special place in George's heart. He still has the propeller from that plane over the fireplace in his Morehead home. But the young Morehead lad was destined to fly the most advanced airplanes of his time.

**A crash almost ends his life**

In June 1951, the young Mr. Alfrey was hired by a company called Aerospray, Inc., as a crop duster spraying tobacco fields throughout the state. The company was based in Lexington and flew out of a small airport called "Cool Meadows" Airport on the Fasig-Tipton Farm located on New Town Pike in Fayette County. It was on a hot day in July, 1951, that George had a terrible accident that almost ended his life. He was spraying tobacco from the air near New Castle in Henry County, Kentucky (near Louisville). As he swooped low over the fence, he was flying about the height of the top of the tobacco plants, and he came in so low he could hear the "rat-a-tat-tat-tat" as the landing gear tipped the top of the tobacco plants. When he reached the end of the field, he attempted to close the spray mechanism and at

watching the whole event and they rushed to pull him out of the crashed plane, called an ambulance and he was taken to a Louisville, Kentucky hospital. There he was listed as critical, but recovered after a two-week stay in the hospital. (George returned to

**Flew the first jets in the Air Force**  
Following his high school graduation, George Alfrey enrolled at Morehead State College. In 1951 he volunteered for the Air Force at the age of 20. He was sent to Spence Airbase in Georgia

single engine jet plane. It was the first jet trainer used by the U.S. Air Force. After receiving his wings, the young Lieutenant began flying the F-86 single engine jet fighter

*See GEORGE on C-2*



**High school student George Alfrey posed proudly beside his first airplane (Piper Cub J3) at the Midland Kentucky Airport in Bath County.**

**George** From C-1

In 1951, George Alfrey crashed in this plane while spraying tobacco in Henry County, Kentucky.

plane which was the most advanced sophisticated fighter of its era. After learning to fly the F-86, Lt. Alfrey was transferred to Phoenix, Ariz., for advanced "gunnery training" in the F-86. As the Korean War ended, George Alfrey Jr., who had learned to fly in a Piper Cub, was now a "jet jockey" flying the most advanced plane in the Air

Force.

Following the end of the Korean War in 1954, Lt. Alfrey was transferred to the Air Defense Command at Sioux City, Iowa. There he met and fell in love with a young school teacher. Her name was Mary Yeager and they were soon married. (They now have four children: Cindy, Kathy, Jennifer and

Todd).

Being a "jet jockey" in the Air Defense Command Headquarters at Sioux City, Iowa during the days of the cold war was a busy time. The relations between the U.S. and Russia were tense. Those F-86 fighter pilots, America's first line of defense, scrambled (sent up) every time a plane failed to file a proper flight



In 1951, George Alfrey prepares to take off in his crop dusting plane to spray tobacco in Kentucky.

plane, strayed off course, or a weather balloon got loose. The young Lieutenant got a lot of jet aircraft flying experience during those days at the Air Defense Command Headquarters. It would prepare him well for a future in commercial aviation.

## Loans available through Farm Service Agency

Jeffery S. Hall, State Executive Director of the Farm Service Agency (FSA) in Kentucky, today reminded farmers that funds are reserved each year to make loans to socially disadvantaged applicants to buy and operate family-size farms. A socially disadvantaged farmer is one of a group whose members have been subjected to racial, ethnic, or gender prejudice because of their identity as members of the group without regard to their individual qualities. For the purposes of this program, socially disadvantaged groups have

been defined as women, African Americans, American Indians, and Alaskan Natives, Hispanics, and Asians, and Pacific Islanders.

### Types of Loans

Operating loans may be used for various short and intermediate type credit needs, such as the purchase of livestock and equipment and annual operating expenses.

Farm ownership loans may be used for the purchase and/or improvement of farmland and buildings.

### Who May Borrow

Individuals, partnerships, joint operations, and

cooperatives primarily and directly engaged in farming on family-size operations may apply. A family-size operation is considered to be one that a family can operate and manage itself.

### Terms and Interest Rates

Repayment terms for direct operating loans depend on the collateral securing the loan and usually run from 1 to 7 years. Repayment terms on direct ownership loans are up to 40 years. Guaranteed loan terms (through a third party, i.e. bank) are set by the lender.

Interest rates for direct loans are set periodically

according to the government's cost of borrowing.

Interest rates for guaranteed loans are established by the lender.

Applications for all FSA direct loan programs are made through the local FSA County office. Guaranteed loan applications are made with the lender. For information on participating lenders, contact the local FSA County office.

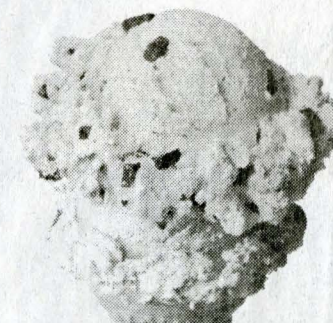
Applications for direct loans are available on the Internet at <http://forms.sc.egov.usda.gov/Forms/FSA0410-0001.fml>

# HERE'S THE SCOOP



## Hardee's

Now Serving  
Hershey's  
Premium  
Hand Dipped  
Ice Cream  
(spread the word)



HERSHEY'S  
Ice Cream

It's Premium!



## Hardee's

FLEMINGSBURG, RD

MOREHEAD, KY

Available at participating Hardee's Restaurants.

# *Harold Ellington*

## *Wins 'Shoot' Honors*

Robert Perkins, President of the Kentucky Long Rifles, Morehead announced today that Harold Ellington of the Kentucky Long Rifles took shooting honors this past weekend in the Long Rifles Annual Merchandise Shoot.

Ellington, a Rowan County School Teacher, shot a 129x to lead all shooters in the prestigious aggregate match.

Jim Caudill of Winchester finished second with a 127x score.

First Place winners of the 13 April

matches were: Bill DeRossett, Sheridan Mayo, Jim Caudill, Harold Ellington, (2 matches) Paul Mays, (Junior Match), Mrs. Rex Maxey, (Ladies Match), Mrs. Keith Walker, Taylor Ellington, Ray Smith and Marvin Kennard.

Fifty-five shooters turned out to shoot for the hand made prizes given and made by the club members.

In June on the 19th and 20th, the club will hold their annual Trophy shoot. It is at this shoot that an outstanding member will receive the annual Don Wells Award.

Taken By Jim Fluty



Taken from 1500' AGL

[Back](#)

Taken By Jim Fluty



Taken from 1500' AGL

[Back](#)

# Mabel Alfrey's Book Triggers Both Tears And Laughter

By ALICE AKIN

Morehead's Mabel Alfrey has never had much trouble expressing herself.

Ask her a question and her response comes quickly, directly and more often than not is laced with wit.

Such characteristics are evident throughout her just-published book, *The Hite Place*.

Although the book for the most part is definitely local, its breezy style and colorful episodes may have more widespread readership appeal than the author anticipates.

"I wrote it to be my own," said Mrs. Alfrey during a recent interview at her home in Alfrey Heights.

And her own it is — 127 pages splashed with nostalgic accounts from her childhood years on her family's farm in Clearfield, for which the book was named, to her retirement in 1972 from the Rowan County public school system.

"I wanted to write a book and I didn't know how," Mrs. Alfrey commented, adding that during the two-year process of putting her work together she didn't even look at another book because she didn't want to get confused with

another style of writing.

Asked how she would describe her style of writing, she laughed

and replied in her typical matter-of-fact manner:

"I would describe my style of

writing as my own personal style of writing!"

Mrs. Alfrey pointed out she had

collected and saved material dating back to 1935 to include in her book.

"I never throw anything away," said Mrs. Alfrey, who is also a licensed real estate broker and insurance agent.

The writing itself flowed easily, she commented.

"I did it as it came into my mind. I didn't study on it."

An endless number of local people are included in the hard-cover book which features photographs as well as illustrations.

"So many people have touched my life, I couldn't leave them out," Mrs. Alfrey said.

"It's awful what you can remember when you get started," she continued. "I remember things like Parney and Liz Martindale's old Amos and Andy Restaurant as plain as day."

Without question, local residents can readily identify with the accounts of everyday life which Mrs. Alfrey has detailed in *The Hite Place*.

But its pages also contain elements that extend beyond the borders of Morehead and Rowan County.

Mrs. Alfrey's writing mirrors universal emotions — the loss of

(Continued on page 10)



Mabel Alfrey points to a page in new her book, *The Hite Place*, which recounts her lifetime experiences from childhood years to her retirement

from the Rowan County public school system which she served as teacher, supervisor and attendance officer.

# Mabel Alfrey's Book Triggers Both Tears And Laughter

(Continued from page one)

a friend, disappointments and failures, the good and the bad and, as the author notes in the preface of her book, "all the major and minor things that one comes in contact with from day to day and from year to year."

The book contains 12 chapters, subdivided into various

categories which make it easy to thumb through and select a part to scan quickly.

Mrs. Alfrey noted, however, that from what she has heard from readers, they were reading the book straight through.

"Margaret Sue Morris called and said she never put the book

down except to wipe the tears from her eyes," Mrs. Alfrey said.

Indeed the book does trigger tears — tears of sadness and tears of laughter.

There is a touching tribute to the late Roy Cornette, former school superintendent who Mrs. Alfrey says influenced her

career as an educator more than anyone else.

"He was a grand superintendent," she said. "He gave me a good start."

There are also many hilarious accounts of the author's experiences such as the time she wrapped herself in Saran Wrap to lose weight.

"I was teaching at that time in the basement of the Grade School and there was much dampness down there, especially after a rain," Mrs. Alfrey recalled, noting that she developed arthritis and went to see a doctor.

As the story goes, the doctor's nurse suggested Saran Wrap which she said was good for reducing and if wrapped around the joints would draw water from the body through the skin and gather it in the wrap.

"I could see myself getting slim already which was a more appealing reason for using Saran Wrap than helping my arthritis. I thought anyone would rather be thin and healthy than fat and miserable," she related.

Mrs. Alfrey recalled how she dubiously wrapped the Saran Wrap around her knee joints securely.

"The next morning I unwrapped my knees and the water flowed out of the Saran Wrap," she said.

"I had heard on television that Saran Wrap could be wrapped around the whole body and reducing would be miraculous.

"I was ready to try anything so I went to the store and bought six rolls. I had a time wrapping myself in this as I had to keep turning and turning, but finally made it and looked like a mummy. The next morning I could not believe the amount of water that had come through my skin."

The Saran Wrap anecdote, which is dubbed "Dangerous Reducing" in Mrs. Alfrey's book, was related during a dinner of the Rowan County Teachers Association of which she was

president.

She noted that Dr. Warren Proudfoot, a school board member, was among her audience and she told him he could use the reducing method for his patients and charge a big price and the overhead would be nothing.

The suggestion made Dr. Proudfoot's wife laugh so hard she had to put her head down on the table, Mrs. Alfrey said.

Such entertaining stories are sprinkled throughout the book and often include the author's view of herself in a humorous light.

The book is also saturated with sentimentality of past eras marked by hog killings, bean stringings and the Saturday bath.

Included are accounts of Mrs. Alfrey's diversified interests and membership in numerous professional and civic organizations.

Born in 1902, she graduated from Rowan County High School, received an A.B. degree from Morehead State University and later earned her Rank I at MSU.

Her educational credentials also include an M.A. degree from Miami University at Oxford, Ohio.

She also attended the University of Kentucky, Eastern State University, Bowling Green Business University and Sue Bennet at London.

Her teaching career began in a one-room school on Lower Lick Fork in Rowan County.

In addition to serving in the Rowan County School system of which she became supervisor and attendance officer, she also taught and served as a principal in the Dayton, Ohio school system for 14 years.

The widow of George Dewey Alfrey, Mrs. Alfrey has a son, George Dewey Alfrey Jr., of Morehead, an American Airlines pilot whom she frequently refers to in her book as "June."

Capt. Alfrey's experiences as a pilot will be the subject of

another book Mrs. Alfrey has already begun work on.

She said the book would center on her son's career and how it affected the lives of his wife Mary and the couple's four children, Kathy Alfrey, of Savannah, Ga.; Cindy Amburgey, Dayton, Ohio; Jennifer Alfrey, a student at the University of Kentucky, and Todd Alfrey, of Reno, Nev.

"The book will trace June's life as a pilot from the lowest to the highest and all he did and had to do with his home life," Mrs. Alfrey said.

"I've been working on it for four or five months and I think it will be a better book than *The Hite Place*," she said.

Meanwhile, Mrs. Alfrey is enjoying the favorable feedback she is receiving from her book which is available for \$7.95, the minimum price she said she could charge to cover printing costs.

"So far, I haven't had anything but good comments," she said.

"It's a true book and that makes it different," she concluded.

# Morehead Postal Costs To Reach \$161,800 In 1968

For business establishments and for the general public in Morehead, it will cost more to use the mails in 1968. It is estimated, based upon the amount they spent for postal services in fiscal 1966, that they will have to spend an additional \$30,200 in the next 12 months. The added cost, which comes to about 3 percent locally, will result from rate increases recently voted by Congress. The new scale will go into effect on January 7th.

The Post Office Department sought the increase to enable it to reduce its deficit and to make headway with its modernization program. It estimates that its total revenues will be about \$900 million greater than last year, with the great bulk of the increase coming from first class letter mail, which will be 6 cents an ounce instead of 5. Much of the new revenue, however, will go toward pay increases for postal workers. Coupled with the legislation, however, are provisions for pay raises for other civilian employees of the government and servicemen.

A total of \$131,557 was collected in Morehead for mail services during fiscal 1966, reports the government's Bureau of Finance and Administration. During the forthcoming year, it expects, the total revenue from the local area will climb to \$161,800.

What it means, for the average citizen using the mails, is that 6 cents in stamps will have to be put on letters other than 5 cents, that 10 cents will be on air-mail letters instead of 8, and that post cards will require 5 cents, 1 cent more than at present.

For commercial mailers who use second, third and fourth class services, rate increases are also substantial.

Postmaster Genreal Lawrence F. O'Brien warns that a serious deterioration of mail service is threatening the nation and that a thorough revamping of handling equipment is urgent.

He points out that the volume of mail is increasing at a much faster rate than the population. When he became head of the department, the volume of mail was equal to 365 pieces per year for every resident of the country. It is now well over 400 per person, he states.

# Chakeres Fans

Chakeres was sitting. He turned around and said: "You know think that umpire is against us and we ought to do something about it." Morehead won the basketball game against the University of Miami.

Phil Chakeres said it was one of the greatest events of his life. This Thursday, Phil Chakeres will be one of the nation's finest indoor athletes at Morehead, a block from Morehead State University.

Perhaps the dinner with Moreheadians in Miami Beach 10 years ago had much to do with the decision to invest over half-million dollars in University Cinema.

Phil Chakeres will try to make a Morehead opening, but ill health may prevent that. But, his heart and money will be at Morehead, Kentucky this Thursday evening.



## New Theatre Opens This Evening

This is the University Cinema that will have its premiere this [Thursday] evening at 7 o'clock at Morehead. It is owned by the Chakeres Theatre Corporation, Springfield, O., and is their 40th theatre. The building, equipment etc cost more than a half-million dollars. It is one of

the very few ultra-modern indoor cinemas constructed in the United States in recent years except in large city shopping areas. The public may attend the premiere this evening. [Other pictures and details appears elsewhere in this issue of The Morehead News.]

## Who Has Legal Title To ...

# The Rowan Airport?

The question of who actually owns the Rowan County Airport arose at Morehead as a new city council was installed in office last week. Mayor William H. Layne said it was his understanding that the airport was owned by the City of Morehead, and the county had relinquished title or supervision.

Layne then appointed Arthur Stewart, a member of Council, as the city's official representative and spokesman on the airport.

The Mayor said that the records indicated, or showed, that on Tuesday, Oct. 27, 1964 the City assumed ownership and conduct of the airport.

He pointed to the official minutes of City Council on what he said was the apparent assumption of the airport property. This meeting was conducted by the then Mayor Eldon T. Evans, and showed that all Councilmen were present and voted for the designation, or grant, of ownership and operation.

The Council members at that time were: Dr. N. C. Marsh, Robert Allen, Austin Riddle, Wilbert Crager, George Hill and Paul J. Reynolds.

The 'resolution' adopted on Oct. 2, 1964, reads:

"Whereas the City of Morehead, Kentucky, is Sponsor of and for the Morehead-Rowan County Airport and,

"Whereas the Federal Aviation Agency, an agency and instrumentality of the Federal Government has executed a certain Grant Agreement and Offer a copy of which is attached hereto and a part hereof by reference as if set out in full, to the City of Morehead and said Airport, dated October 20, 1964, under Project number 9-15-028-6501, Contract No. FA-EA-559, which Offer and Grant Agreement contains cer-

tain conditions and terms and,

"Whereas the Morehead-Rowan County Airport Board, an agency of the City of Morehead, Kentucky, has by Resolution accepted such Grant Offer and Agreement and recommended to Council that this body also formally accept such grant offer,

"Now, be it resolved by the Board of City Council of City of Morehead, Kentucky, that the foregoing Grant Agreement and offer be and the same is hereby accepted and agrees to all the terms and conditions thereof and the Mayor and City Clerk are hereby directed and authorized to execute all necessary papers to accept such grant offer."

The Rowan County Airport, located at Farmers, about seven miles from Morehead, is one of Kentucky's better small landing fields, and accommodates medium sized aircraft.

It has a 3,000 feet paved runway, which can be extended, without great cost, to a mile. The state of Kentucky built a new blacktop road to the airport.

The field is on a plateau overlooking Licking River. Because the landing strips are on high land the Rowan County Airport can receive and dispatch larger planes than if it were in a valley.

It has generally been thought that the airport belonged to Rowan County and was under supervision of Fiscal Court.

Rowan County Judge Wilford C. Flannery was particularly interested in construction of the airport. The property was contributed by Flannery and a close relative. The Judge's home is adjacent to the airport.

# Vehicle Inspection Law Became Effective Jan. 1

Kentucky's new Motor Vehicle Inspection Law became effective Monday, Jan. 1. Under the law, all motor vehicles registered in the state—including motorcycles and motor-scooters—must be inspected in one of the approximately 2,000 state-certified stations across Kentucky.

Anyone can have his vehicle inspected through January and February voluntarily. Mandatory inspection deadlines start in March, but some vehicles won't have to be inspected until next December. It all depends on your 1968 license number.

If the last digit of your 1968 license plate is 3, your vehicle must be in-

spiral thickness remaining? For bonded linings, the standard is at least 25 percent. Does parking brake hold on a grade?

Ball joints and steering: Does steering wheel play exceed two inches before front wheels turn? Does ball joint looseness exceed manufacturer's recommended specifications or one-fourth inch, whichever is greater?

Tires: Do their treads measure less than two-thirty-seconds of an inch at their thinnest points? Do they contain bumps, bulges or blowout boots?

Exhaust system: Do the muffler, tail pipe and manifold contain any leaks or have loose connections?

# Cave Ru Hearing

# Eagles Still In Race For OVC Crown

The Ohio Valley Conference came with an unlikely leader after the first week of play and Morehead's Eagles were a part of it.

The Eagles fell victim to Murray 83-67 last Saturday night and beat the Racers to a 3-0 conference record after one week's action.

Even more surprising was Middle Tennessee which finds itself in second place with a 2-1 record, the loss coming last Thursday at Murray, 77-

And where are the OVC favorite Playing .500 ball in the middle of pack.

Morehead broke even last weekend did Western Kentucky, Eastern and Tennessee.

Western beat Tennessee Tech but to East Tennessee; Eastern whip Austin Peay but lost at Murray. East Tennessee lost to Middle Tennessee before the Western win.

Morehead had a good chance this weekend to do something about the tie jam as it hosts Middle Tennessee Thursday and then the big one with Western on Monday.

The Eagles' 81-77 win over Austin Peay last Monday was a big one several counts.

For instance: It kept the Eagles from falling.

Continued On Next

# 2nd Term At MSU Set January 27

Registration for the spring semester at Morehead State University will be officially at 8 a.m. [EST] Saturday, January 27, with the registering of part-time students for night and Saturday classes.

All registration activities will be conducted in the new multi-purpose room of the Robert Laughlin Health Building at the corner of Highway 60 and University Blvd.

Graduate students and seniors register Wednesday morning, January 31, beginning at 7:30 a.m. [EST] Sophomore and junior registration start at 1 p.m. the same day and continue through noon of the following day.

Classes at the University will be Monday, February 5. Currently, 6,000 students are enrolled at the University.

# Two From Breckinridge

Two University Breckinridge College students, Debbie Williams and Jim Henson, have been named to the 200-voice All-State Chorus which will appear at the Kentucky Music Education Association program February 15, 16, 17 at the University of Louisville.





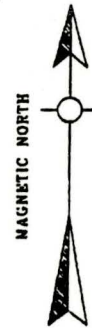
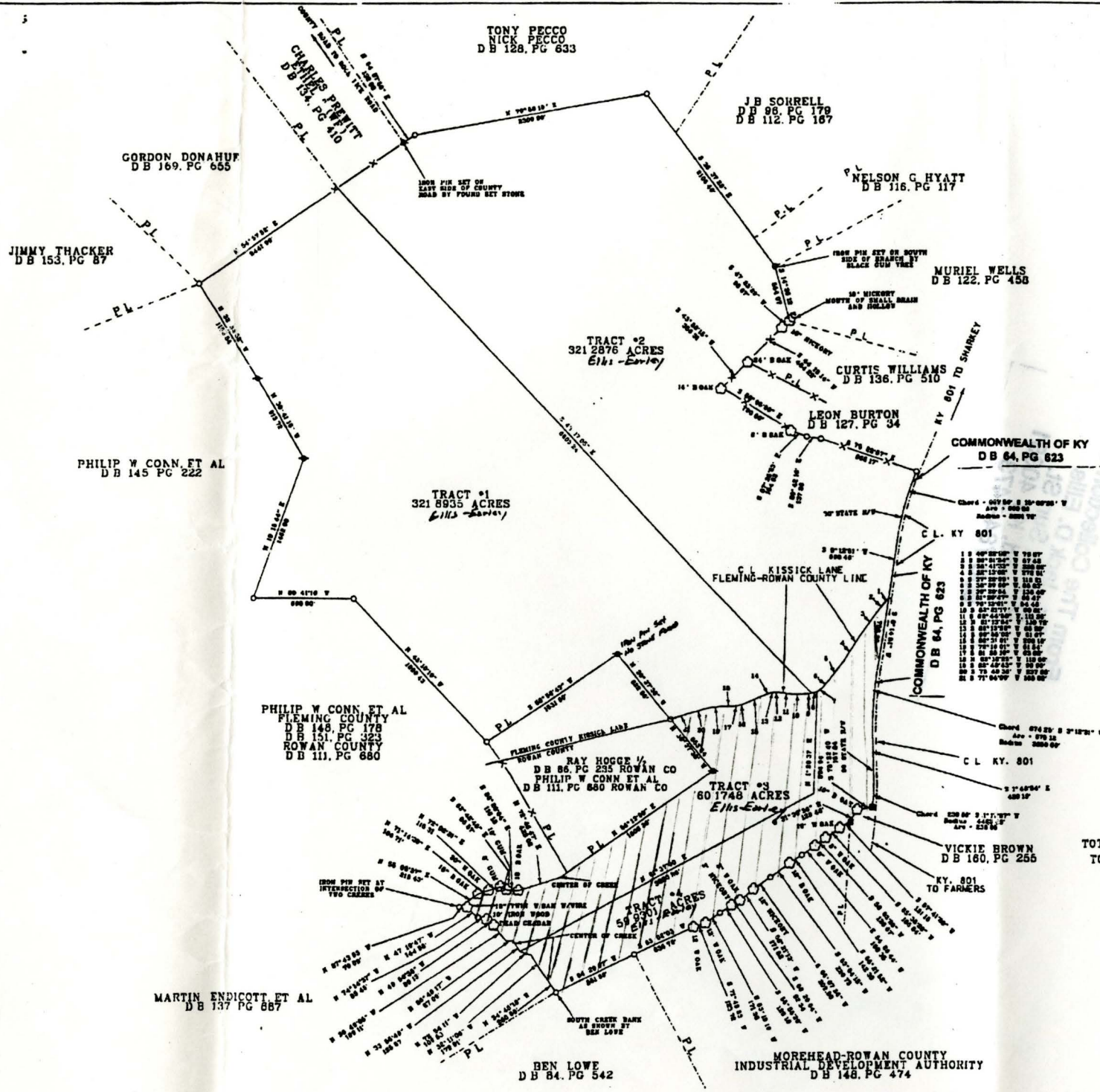

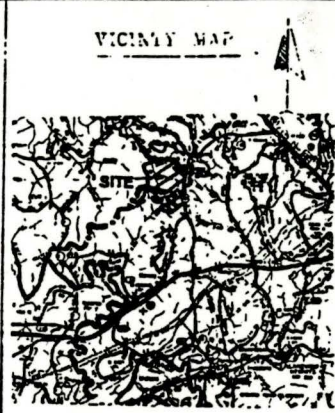
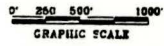


Exhibit "B"

 is the optioned property

TOTAL ACREAGE IN FLEMING COUNTY 643,181 ACRES  
 TOTAL ACREAGE IN ROWAN COUNTY 120,104.9 ACRES  
 TOTAL 763,286 ACRES

NOTE: MAGNETIC NORTH OBSERVED ALONG RANDOM TRAVERSE LINE



**OWNERS CERTIFICATE**  
 I DO HEREBY CERTIFY THAT I AM THE OWNER OF RECORD OF THE PROPERTY SHOWN HEREON, AS RECORDED IN DB PG IN THE COUNTY CLERK'S OFFICE AND DO HEREBY ADOPT THIS SURVEY

OWNER \_\_\_\_\_ DATE \_\_\_\_\_

**SURVEYORS CERTIFICATE**  
 I HEREBY CERTIFY THAT THIS PLAN REFLECTS A SURVEY MADE BY ME OR UNDER MY DIRECTION BY THE METHOD OF RANDOM TRAVERSE. THE BEARINGS AND DISTANCES SHOWN HEREON WERE NOT ADJUSTED FOR CLOSURE THIS SURVEY AND I AM NOT OR EXCEEDS THE MINIMUM STANDARD OF GOVERNING AUTHORITIES CLOSURE: 1/6100'

*Roy A. Wright* 4-11-98  
 ROY A. WRIGHT, I.S. #2808 DATE

**LEGEND**

- EXISTING FENCE
- ▲ IPCA PIN (FOUND FROM PRIOR SURVEY)
- 1/2" RE-BARISE THIS SURVEY WITH ORANGE PLASTIC CAP STAMPED "PROPERTY CORNER ROY A. WRIGHT, I.S. #2808"
- ◆ 1/2" RE-BARISE THIS SURVEY SET STAKE (FOUND WITH ORANGE PLASTIC CAP STAMPED "PROPERTY CORNER ROY A. WRIGHT, I.S. #2808"
- TREE WITH 1/2" ALUMINUM WASHER (SET THIS SURVEY) STAMPED "RA WRIGHT, I.S. #2808"

**SURVEY OF**  
**JACK CECIL, ET AL.**  
**PROPERTY**  
 KISSICK LANE NEAR SHAPKY, ROWAN AND FLEMING COUNTY  
 ROWAN CO DB 56, PG 508  
 FLEMING CO DB 101, PG 347  
 DB 100, PG 503

**SURVEYED BY**  
**ROY A. WRIGHT**  
 P.O. BOX 325  
 SALT LICK, KY

SCALE 1" = 500' DATE 4/19/98



MEMBERS OF THE  
KENTUCKY LONG  
RIFLES WERE OUT  
IN FULL DRESS  
UNIFORMS TO  
CELEBRATE RUWAN  
COUNTY'S 555<sup>TH</sup>  
CENTENNIAL

Jack D. Ellis + Anna M. Eastly  
 550 W. SUN ST (606) 784-7473  
 MOREHEAD KY 40351

U.S. DEPARTMENT OF AGRICULTURE  
 SOIL CONSERVATION SERVICE  
 Jack Ellis  
 SOUTHEASTERN REGION  
 U.S. Regional Director

**LAND CAPABILITY MAP**  
 FOR JACK CHESSEL FARM IN KY-SCD-51-2  
 DATE 1/11/62 PHOTO SHEET NO. AKM-13-52  
 AKM-13-53

CLASS	DESCRIPTION
I	(31A1) - Deep, well drained, naturally fertile soil. Level (0-2%). Slight erosion. Suitable for continuous cultivation with cover crops.
II	(42B1, B/A1) - Wet, upland with hardpan in lower subsoil. Level to gentle slopes (0-6%). Slight or moderate erosion. Suitable for cultivation if kept in erosion control crops at least one-half of the time. Indicated need is fertility improvement.
II	(29M6B/A) - Gravelly bottoms. Level to gentle slopes (0-6%). Slight or moderate erosion. Suitable for cultivation if kept in erosion control crops at least one-half of the time. Indicated needs are fertility improvement, and cover crops.
III	(31C2) - Deep, well drained, naturally fertile soil. Gentle to moderate slopes (2-10%). Slight or moderate severe erosion. Suitable for cultivation if kept in erosion control crops three-fourths of the time. Indicated needs are contour farming, terracing, and fertility improvement.
III	(3m42) - Wet upland soil with hardpan in lower subsoil. Gentle to moderate slopes (2-10%). Slight or moderate erosion. Suitable for cultivation if kept in erosion control crops three-fourths of the time. Indicated needs are contour farming and fertility improvement.
III	(4M42C2) - Wet soil with shallow hardpan. Level to gentle slopes (0-6%). Slight erosion. Suitable for cultivation if kept in erosion control crops three-fourths of the time. Indicated needs are drainage system and fertility improvement. Not recommended for deep rooted crops.
III	(4M5C2) - Moderately deep, hillside with fair natural fertility. Moderate slopes

0 500' 1000' 1320' Cont'd.

III	(83B2) - Very wet bottom or high bottom. Suitable for cultivation with drainage system and fertility improvement.
IV	(2M5UD2) - Deep, well drained, naturally fertile soil. Gentle to fairly steep slopes (2-15%). Slight or severe erosion. Suitable for hay or pasture but may be cultivated if necessary to re-establish. Indicated needs, if cultivated, are diversions and contour farming.
IV	(42C2, 3M42C2) - Soils with hardpan in lower subsoil. Gentle to moderate slopes (2-10%). Moderate or moderate severe erosion. Suitable for hay and pasture but may be cultivated if necessary to re-establish. Indicated needs, if cultivated, are contour farming, diversions and fertility improvement.
IV	(4M5D2) - Moderately deep hillside with fair natural fertility. Moderate to fairly steep slope (6-15%). Slight or moderate erosion. Suitable for hay or pasture but may be cultivated to re-establish. Indicated needs, if cultivated, are contour farming and diversions.
VI	(3M42D2) - Soil with hardpan in lower subsoil. Moderate to fairly steep slopes (6-15%). Slight or moderately severe erosion. Suitable for hay or pasture. Indicated needs are fertility improvement with good pasture management, and galled spots mulched.
VI	(4M5E2, E2(7)) - Moderately deep hillside with fair natural fertility. Fairly steep to steep slope (10-25%). Slight or moderately severe erosion. Suitable for hay or pasture. Indicated needs are fertility improvement with good pasture management, and galled spots mulched.
VII	(4M5P2) - Areas of steep or severely eroded soils. Suitable for sericea lespedeza and Ky. 31 fescue. Indicated needs are good pasture management, fertility improvement.

0 500' 1000' 1320' 41146

