

# 'M-A-S-H' Star Harry Morgan Dies At Age 96

LOS ANGELES (AP) — Emmy-winning character actor Harry Morgan, whose portrayal Col. Potter on television's "M-A-S-H" highlighted a long show-business career, has died. He was 96.

His daughter-in-law, Beth Morgan, says the actor died at his home in Brentwood after suffering from pneumonia.

Morgan appeared in mostly supporting roles on the big screen, playing opposite such stars as Henry Fonda, John Wayne, James Garner, Elvis Presley and Dan Aykroyd.

But it was his role as Col. Sherman Potter on "M-A-S-H" for which Morgan became best known. He earned an Emmy for his portrayal of the fatherly Col. Potter on CBS-TV's long-running series.

# Carlson

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who also serves on the City Commission.

At the heart of the board's concerns was a desire to keep Carlson Aviation at the airport. Several said the firm, owned by Gary and Katie Carlson, had turned operations at the airport around since beginning its tenure four years ago. Fuel sales have skyrocketed, the board noted, and Chan Gurney was given the South Dakota Office of Aeronautics' large general aviation Airport of the Year Award for 2008 and 2009.

"You can ask any pilot in South Dakota what is the best airport in the state, and they'll say Yankton," Tunge said. "That's how much (the Carlsons) have turned this place around."

Armed with what he said were the latest versions of the proposed contract, Tunge led the board through the differences he saw between them.

He said City Manager Doug Russell was seeking to have separate contracts for the FBO and the airport manager. In the previous contract with Carlson Aviation, those roles were combined. Under the new arrangement, Tunge said the airport manager contract would be for one year, while the FBO contract would

be for three years and could be renewed for two additional three-year periods if adequate service was being provided.

This separation of the roles created one of the key points of conflict, according to Tunge, because the manager would be given an office in the terminal building now used by Carlson Aviation. The FBO would be given office space in a different airport building. If Carlson Aviation were to not get the contract for managing the airport, it would not have office space in the terminal building.

Because of the services the FBO provides to airport users, the board felt it was vital that it have a presence in the terminal building. The manager, on the other hand, could be located elsewhere as had been done in years past, they said.

"To put on a good front for Yankton, you have to have your FBO in (the terminal building)," Cox said.

As part of the FBO contract, Tunge said Carlson Aviation would be required to supply maintenance services for planes at the airport. However, the city is currently proposing that the company no longer use an aging hangar scheduled for demolition in the years to come and instead move to the recently-built corporate hangar. The catch, Tunge said, is that Carlson Aviation could only use space at the hangar until the end of July. After that, a new location would have to be found.

Tunge said Carlson Aviation

should be allowed to use the space until the end of 2012, giving it the time necessary to get federal clearance for and to build a new hangar.

Finally, the firm is currently being paid \$1,000 per month for management duties, according to Tunge. Carlson Aviation had requested \$1,500 in the new contract, and the city countered with an offer of \$1,100. Tunge said they should split the difference and agree to \$1,300 a month.

Tunge said he felt the raise would be justified.

"(Gary) does a lot of after-hours work," he stated. "He does a lot of things for the city that I don't think people realize, and it is not in his contract."

Tunge said he had spoken with Gary about the proposed changes. "He would agree to that 100 percent," Tunge claimed.

Neither of the Carlsons were present at the meeting.

All five airport board members present voted to recommend to the City Commission that the contract be offered to Carlson Aviation as is with the following changes: Carlson Aviation would continue to be allowed to occupy the front office in the airport terminal, the firm would be allowed to use the corporate hangar until the end of 2012 for maintenance services, and it would be paid \$1,300 a month for airport management duties.

"It sounds reasonable to me," Huntley said. "I've seen this airport when it was a junkyard. You couldn't

get a plane in and out. I can't believe how good it is now, and I don't want to lose it."

Not everyone has been satisfied with the service provided by Carlson Aviation. After the vote, observer John Lillevold said that while the firm has done a lot of good, it also has its faults.

"(Gary) has picked out a half-dozen people out here that he doesn't like, and he has not treated them fairly. I'm one," he said. "The reason we're here today is because this board has not dealt with those issues. If those odd squabbles had been dealt with, it wouldn't have festered."

Tunge said he was familiar with the issues Lillevold was discussing and said he sympathized with him.

"There are some things that happened out here because of personality conflicts," he stated. "(But) this isn't seventh grade anymore. We've got to look at what is the best for the Yankton airport."

City Manager Doug Russell was not present at the meeting, either. When informed of the recommendation made by the airport board by the *Press & Dakotan*, he declined to offer an opinion or discuss the details of any contract proposals.

"I think it would be inappropriate for me to comment," Russell said. "We're in the midst of negotiations on that contract."

bobcat per person until a quota is met.

"We're getting more and more reports, sightings and road kills," Schelhaas said. "So if we've got a stable population, we'd like to have some type of format where some of these animals can be harvested and yet still protect the population."

A bobcat was run over north of the James River along Highway 81 in recent years, he stated. Sightings have occurred along the along the Missouri and James rivers in Yankton County, as well as Marindahl Lake.

One bobcat was tracked from Running Water in Bon Homme County to Marindahl Lake, where it was lost.

"It was caught in somebody's trap in Council Bluffs, Iowa," Schelhaas said. "It's amazing."

While a bobcat season is held west of the Missouri River, it is illegal to possess the animal east of the river, even if it was killed by a car or found dead for some other reason.

Schelhaas encouraged anyone with an interest in wildlife to come to the meeting.

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