

Historical Sketch Walk

Boulder County Parks and Open Space Department is sponsoring an historical sketch walk Sunday, Aug. 8, from 10 a.m. to 3 p.m. Participants should meet naturalists Betsy Buck and Suzanne LeFebvre at the Boulder Public Library to carpool to Walker Ranch for drawing old rustic cabins and historical buildings.

Participants should bring a sack lunch, water and rain gear. Materials will be supplied and no art background is necessary. This program is open to persons 16 and older and is limited to 15 people. Participants must pre-register by calling 441-3950.

Campfire Programs

The Boulder County Parks and Open Space Department is offering a series of campfire programs Friday evenings

Rock Creek is topic of county meetings

The Boulder County Parks and Open Space Department is currently involved in planning for the long term use of the Rock Creek Farm property, and has scheduled two meetings in this area to gain input from all interested parties.

The meetings will begin at 7:30 p.m. The first meeting will be Wednesday, Aug. 4, at the Broomfield Community Center in Room 1 and 2. The second meeting will be Wednesday, Aug. 11, in the Louisville Council Chambers located on the second floor of the Municipal Building in Louisville.

This parcel of land, which is strategically located between Broomfield, Lafayette, and Louisville was originally purchased as an urban buffer, but it can have many other uses that will be of benefit to the area residents. The County Parks Department encourages suggestions and comments from the public on the future use of the site.

Anyone who cannot attend either of these meetings is asked to send comments to the Boulder County Parks and Open Space Dept., P.O. Box 471, Boulder, Colo. 80306.

Died

Levi Byron Smith
Levi Byron Smith, 505 Midway Blvd., Broomfield, died July 28 in Berthoud, Colo. at the home of his son. He was 80 years old.

Smith was born in Miami County, Kan., Aug. 14, 1901, the son of Levi and Mary Bly Smith. He was first married to Martha Burre in 1926. She died in 1977. On June 3, 1980, Smith was married again to Frieda Finger. She survives.

Smith was employed by Southwestern Bell Telephone Co. for 42 years and also farmed in the Kansas City area. He retired in 1960. Active all his life, he was past president of the Jackson County, Mo., Farm Bureau and was a leader in the 4H organization for 25 years. He moved to Broomfield in 1974.

Surviving, in addition to his wife, are two sons: Keith of Ventura, Calif., Thomas

of Berthoud, Colo.; and two daughters: Shirley Linstromberg of St. Joseph, Mich., and Carol Miller of Cincinnati, Ohio. One brother, Alan Smith, Broomfield, also survives as do five step-children, 14 grandchildren and eight great grandchildren.

Funeral services were Friday, July 30, at Beautiful Savior Lutheran Church with Rev. Mark Grunst officiating. Interment was in Blue Springs Cemetery, Blue Springs, Mo. July 31. Memorial contributions may be made to Beautiful Savior Lutheran Church.

Arrangements were handled by Darrell Howe Mortuary.

William Caryl Shaklee
William Caryl Shaklee, 370 Iris, died July 30, 1982 at the Aspen Care Center East in Westminster. He was 84 years old.

Shaklee was born Oct.

starting Aug. 6 and continuing through Sept. 3. The "We Care About Wildlife" programs will be around the prairie campfire at Walden Ponds Wildlife Habitat, 3993 N. 75th St., Boulder and will begin at 8:30 p.m. Participants will join County Park Ranger Rich Koopmann on Friday, Aug. 6, for "Out of the Pits" and Naturalist Roy Dawson on Friday, Aug. 13, for "Another Mouse in the House."

You, Your Child and Nature

Boulder County Parks and Open Space Department is sponsoring a nature walk, "You, Your Child and Nature," Thursday, Aug. 12, from 9 to 11 a.m. Naturalist Rich Smith will lead a special morning of exploring the world of nature with your child(ren). Children ages 8 to 14 only, please.

Meet at the Betasso Preserve 6 miles west of Boulder off Sugarloaf Road near the City of Boulder Water Treatment Plant.

Bible School

Vacation Bible School at the Lutheran Church of Hope, 10th and Laurel, is scheduled Aug. 9 through 13, from 9 a.m. to noon. Children 4 years old through grade 6 are. Cost is \$3.50 per child plus one dozen cookies and one package of pre-sweetened Koolade to be shared.

Registration forms available in the hallway at church. Registrations accepted the morning of the 9th also. The theme for the week is "Living in God's Love." Plan to be part of this exciting week. A short program is planned at 7 p.m. on Friday, Aug. 13 for family and friends.

Music Teachers

The Broomfield Music Teacher's Association will meet at 9:15 a.m. Aug. 10, 1982, at the home of Irene Krumvieda. The program will feature new piano literature presented by John Dillon. Prospective members are welcome. Call 466-2647 for further information.

La Leche Meets

The Broomfield La Leche League, evening group, will meet Thursday, Aug. 5, at 7:30 p.m. at 12205 N. Perry, No. 56. Topic for the evening is "Nutrition and Weaning." For information, phone 466-6569.

can Cancer Society, 1809 E. 18th Ave., Denver, Colo. 80218.

22, 1897 in Kansas to George and Adelia Shaklee, and had been a farmer in the Broomfield area for the past several years.

His wife, Opal Casey Shaklee, survives as do sons Dale Lee of Broomfield, Victor W. of Rochester, Wash., H. Gordon of Cherry Hill, N.J., and Donald C. of Woodbridge, Va.

Brothers Rollo and Harlan Shaklee also survive as do 14 grandchildren and nine great grandchildren.

Services were Monday, Aug. 2, at 1 p.m. at Crown Hill Mortuary in Wheatridge, the Rev. William R. Griffiths of the First United Methodist Church of Lafayette officiating. Interment followed in Crown Hill Cemetery.

The family requests that any memorial gifts be sent to the Broomfield Ambulance Service, Box 692, Broomfield, or The Ameri-

Bear's Tickets
Baseball tickets at discount prices for Denver Bears games are now available from the Broomfield Parks and Recreation office at 6 Garden Center. The tickets are good for any of the remaining Denver Bears games at Bears Stadium in Denver.

Residents interested in the tickets are encouraged to stop by the Parks and Recreation office.

Lamm appoints clemency board

Governor Richard Lamm has appointed former judge, Rex Scott, Longmont, to the Clemency Advisory Board for a term expiring at the pleasure of the Governor.

Scott has been chief judge for the Twentieth Judicial District, retiring Aug. 2, 1982. The Twentieth Judicial District is Boulder County.

Others appointed are Senator W. H. Becker, retired former vice chairman of the Senate Business Affairs and Labor committee; James W. Bell, Longmont, a probation officer for the Boulder Probation Department and a member of the Criminal Justice Advisory Committee to the Boulder County Commissioners; and Chris Wilkerson, Denver, a captain with the Denver Police Department and is the commanding officer of Denver Police District 2.

The nine-member board advises the Governor on applications for pardon, reprieve or commutation of a convict.

Enterprise deadlines

News Copy: Monday, 5 p.m.
Week of Publication

Advertising Copy: Monday, 5 p.m.
Week of Publication

Classified Ads: Tuesday, 4 p.m.
Week of Publication

VOTER INFORMATION

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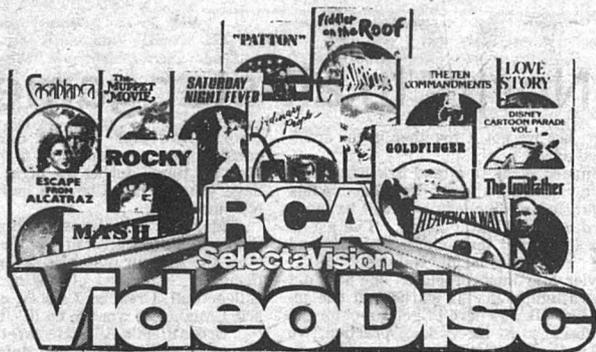
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Slo-pitch tourney nets \$750

J.L. "Jack" Shepard loves softball. He has played, he has been an umpire, and he is currently director of the Broomfield Softball Association.

Not long ago, July 4 to be exact, Jack organized the 28 team men's slo-pitch tournament which was played on that holiday weekend in Broomfield.

Sponsored by Dave Cook Sporting Goods, Inc., the tournament raised \$750 for the Boulder County Unit of the American Cancer Society.

There was only one flaw in the event. Shepard wasn't there. He was at home, recovering from the triple by-pass heart surgery he underwent on June 24 at Denver's Veteran's Administration Hospital.

"It didn't matter," he said. "I've been doing these things so long that everybody got along fine without me. They knew just what to do."

Shepard's next big event takes place on Sept. 4, 5, and 6, Labor Day Weekend, when 16 co-ed teams and 48 B level men's teams will play for some nice prizes. Any group interested in fielding a team is invited to call Shepard at 469-4846. Deadline for registration is today, Aug. 5.

Since July 4, Shepard has been improving steadily. Already he is back at umpiring. "I'm not full steam yet," he said, "but I'm working on it. I take it a bit at a time."

A Broomfield resident for the past nine years, Shepard lives at 11800 Wadsworth Blvd.

Area youth sports calendar

Various youth sports activities are scheduled for the next month. Activities include registrations and volunteer information. Broomfield Soccer Club

Broomfield Soccer Club will have its registration at the Broomfield Community Center Friday, Aug. 13, from 6 to 8 p.m.; Saturday, Aug. 14, from 9 to 11 a.m.; Friday, Aug. 20, from 6 to 8 p.m.; and Saturday, Aug. 21, from 9 to 11 a.m. Boys and girls 6 through 15 are eligible. Fee is \$8 to \$10. Those who register late cannot be guaranteed a place on the team. For more information call Bill Brillhart

at 466-8657.

Youth Football

The Broomfield Youth Football Association sign-ups continue this Saturday, Aug. 7, at the Community Center. Beginning at 9 a.m., coaches and other officials will be on hand to answer questions and weigh in the youngsters who wish to play.

To be eligible, players must be nine years old before Jan. 1, 1983, and not have completed eighth grade. Equipment that is in reasonably good repair, such as pants, shoulder pads and helmets may be brought along to the sign-ups for sale or exchange. All equipment will be inspected by league officials to make sure that it meets national high school standards.

Sign-ups are from 9 a.m. to 2 p.m. this Saturday. Third, fourth and fifth graders are urged to sign up early so they may be fitted for pants and shoulder pads prior to Aug. 22.

Sign-ups will continue Saturdays, Aug. 14 and 21, and Fridays, Aug. 13 and 20 from 6 to 8 p.m. Team assignments will be made Sunday, Aug. 22. All sign-up activities are at the community center.

For further information, call Ralph Roblee 422-7889 (office) or 469-0613

(home) Volunteers for Youth Football

The Broomfield Youth Football Association is looking for people who would be interested in officiating this season. To be qualified, they must be at least high school seniors who have completed courses in officiating, or are older persons who are well acquainted with the game of football. They will be required to attend several training sessions and take an open book exam on high school rules.

Officials are paid on a variable fee basis depending on qualifications and experience.

Volleyball

Regular practices for the girls' volleyball team will start Monday, Aug. 16. Anyone with questions may call Don Fankel at 469-2590.

Officials' School

Broomfield Youth Football Association will conduct a two week officials' school. All those who will be or are interested in officiating are required to attend. Classes will be from 1 to 4 p.m. Sunday, Aug. 8, and Saturday, Aug. 14, beginning at 2 p.m.

For further information, call Ralph Roblee at 422-7889 (office) or 469-0613 (home).

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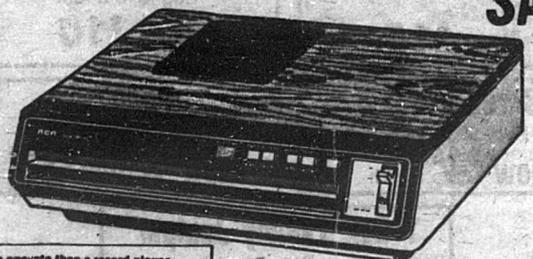
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Broomfield ENTERPRISE

SECTION A

1959 foresight begins successful Jeffco Airport



Bird's eye view

This is the way Jeffco Airport appears to pilots flying over the area. The east/west runway runs across the top of the picture and the north/south runway is at the far right. In the foreground, left to right, are corporate hangars, the airport executive building, Roach Aircraft, and Aero Propeller. In the background, left to right, are several T-hangars, Aircraftco Beech, the Jeffco Air Traffic Control Tower, and Aero Associates. (Photo by Phil Sterritt)

by Becky Nothnagel

In 1959, the Jefferson County Commissioners purchased a 1,700 acre site south of Broomfield on Wadsworth Blvd. and in 1960 the Jeffco Airport officially began operation there.

Airport manager Dave Gordon, who has held that position since 1974, said the site choice "really showed a lot of foresight." It had been criticized because it is located at the north end of Jefferson County, but it was a good choice because it is in a slower developing area of the county, he said. In addition, an airport is a good use for that location because it is compatible with surrounding land use of Westminster, Broomfield and Boulder County, he said.

"We're seeing a lot of airports close down because incompatible zoning has been allowed," he added.

In the early days of the airport, the Federal Aviation Administration (FAA) provided initial funds to build a runway, a tie-down ramp area and a terminal building. Since then the airport has grown and today is the base for 500 planes. An executive office building is located on the site along with state headquarters for the general aviation district office.

The airport is also home to four fixed base operators: Beechcraft, Roach Aircraft Inc., Aero Associates and Turbo West. These companies sell aviation fuel, provide maintenance, conduct flight instruction and provide tie-downs to secure airplanes.

Several other businesses that serve special aviation needs are also located at Jeffco Airport. They include Rocky Mountain Piper, Hoffman Pilot Center, Rainbow Aviation, Executive Transport and Aero Flight. Two radio repair firms, Avionics and Aeronics, are housed on the site as well.

The airport is run by a five-member Airport Authority, which was formed in 1965. The members are appointed to four-year terms by the Jefferson County Commissioners. Two of the current members are original members from 1965. The Authority meets monthly and also conducts six study sessions per year.

"A big reason for the airport's success has been due to the Airport Authority," Gordon said. "They run it like a business." Since 1965, the airport has operated "in the black," totally from revenues generated by the airport, he added. No tax money has been used since the Authority was formed.

Among the airport facilities is a control tower which is owned, operated and staffed by the FAA. It operates from 6 a.m. to 10 p.m., seven days a week. Twelve controllers direct traffic in a five-mile radius zone sur-

rounding the airport. During the air traffic controllers' strike last year, five controllers walked off the job but two later returned, Gordon said.

The airport also has three paved runways: a main runway, a parallel runway and a crosswind runway. The main runway, which is 7,500 feet long, includes a parallel taxi-way which is used only for ground movement. The crosswind runway, which runs in an opposite direction from the main runway, is used about 3 percent of the time, Gordon said, when a storm or strange front is in the area. During a storm the wind blows north or south, rather than the usual east or west and pilots always land or take off into the wind, he explained.

The crosswind runway would be used more often, Gordon said, but according to an airport runway use agreement, pilots at Jeffco Airport do not use the crosswind runway until the wind speed is 10 mph. That wind-speed occurs a small percent of the time, he said, so the agreement has lowered use of the crosswind runway from an approximated 6 percent of the time to about 3 percent. The agreement was made in an effort to limit air traffic over Broomfield, primarily the Lac Amora area, he added.

The airport also has a noise compatibility program to lower noise from aircraft flying over area cities. According to Gordon, the air traffic controllers tell pilots whenever possible to avoid flight over Broomfield. A flight booklet disseminated across the United States also advises pilots that Broomfield is a noise sensitive city and flight over the area should be avoided. As a final measure, signs in run-up areas of the runways read "Noise annoys—please avoid flight over Broomfield and other populated areas." The warning is a last minute reminder, Gordon said. "Five years ago I think we had a greater noise problem than we do now."

Of the 500 planes based at Jeffco Airport, about 75 percent are used for business trips and deliveries, Gordon estimated. Technically, the airport is considered to be a general aviation reliever for Stapleton Airport traffic, he said, and is open to all air traffic except military aircrafts or air carriers. "This airport has never been proposed to be used by commercial airlines and air carriers," he added. "It will be all we can do to expand the airport to cover general aviation traffic."

One reason for the use limitations is that the runways and taxiways are not strong enough to hold air carriers, such as a 707 jet. The wheels would go right through the pavement as if it were butter, Gordon com-

(Continued on Page 2)

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Flying Would Be 'Neat' 8A

With aviation's evolution comes the FBOs at Jeffco

by Becky Nothnagel

In the early days of aviation a pilot would often be a jack-of-all-trades, flying around the country and performing various services so he could afford to keep flying. He might give plane rides or flight lessons or even do agricultural work.

As aviation progressed, the fixed base operator (FBO) came into being. It is a company, based at an airport, which provides everything from fuel and line service to charter flights and rental cars.

There are four FBOs at Jeffco Airport: Aircraftco Beech, Turbo West, Aero Associates and Aeronics, and Roach Aircraft Inc.

Aircraftco Beech

Aircraftco Beech has been at Jeffco Airport for about 10 years and is the largest FBO at the airport. The company sells new Beech aircraft and all types of used aircraft, offers aviation fuel and line services, rents transit and permanent tie-downs and hangar space, sells aircraft parts and has a general aviation maintenance shop. The Beech Aero Club offers flight training and plane rental. Avionics Associates, a full avionics shop, is also located in the Aircraftco Beech building.

According to operations manager Gil Utterback, the general aviation maintenance shop offers "almost any kind of maintenance you could want," and the tie-down area is the largest at the airport. The flight school offers training for all pilot ratings.

Aircraftco Beech employs about 32 people, including line personnel, airplane salespeople, airframe and power plant mechanics, flight instructors, accountants and clerical employees.

Energy-related businesses are the main purchasers of Beech aircraft, but planes are also sold for private use. The Beech service department works on 15 to 20 planes on a slow day, and about 100 on busier days. Beech is open 24 hours a day, seven days a week. The phone number is 466-1851.

The trend seems to be toward less general aviation traffic at Stapleton Airport, in Denver, Utterback said. "I think this (Jeffco) airport will grow a lot." With the growth, he anticipates more businesses to be attracted to the area. Aircraftco Beech also hopes to expand in the future, although Utterback said he is not sure when.

Turbo West

The newest FBO at Jeffco Airport is Turbo West, which has been based there for four years. Turbo West operated out of the airport executive building for two years, moving to its hangar after it was built.

According to service manager Chuck Farthing, the company is not a full-service FBO. Its primary function is the sale of Piper Turboprop Cheyenne aircraft and Bell Jet Ranger helicopters, such as the one used by News Center 4 pilot/reporter Karen Key. The company also sells some used aircraft.

Turbo West has a service/maintenance department which currently takes care of more than 100 aircraft in the Rocky Mountain region. Farthing said the service department was started to service planes sold by Turbo West, however it has expanded to include engine service for Piper Cheyennes from around the country and all PT6 engines. There is also an avionics shop in the service department, and a battery shop which services batteries that cost about \$4,000 each. The maintenance shop is open 24 hours a day, Monday through Friday, and from 8 a.m. to 5 p.m. on weekends. The telephone number is 469-6671. A 24-hour maintenance department is fairly unique, Farthing said.

Turbo West is different from the other FBOs at Jeffco Airport in that it does not offer fuel and line services, does not have a flight school or charter department and does not lease hangar space.

Like Aircraftco Beech, the main purchasers of Turbo West aircraft are energy-related companies. Airplane sales

have been down recently, Farthing said, but sales at Turbo West are at an acceptable level. Very few private planes are purchased from the company, he said, in fact about 90 percent of its airplane sales are to corporations.

The service department has more than 40 employees and about 10 other people are employed as administrators, accountants and salespeople.

The company is proud of its newest addition: a turbine wheel rebuild shop. According to Farthing, Turbo West is the only FBO in the country to own such a shop, which provides service for various groups including commuter services out of Stapleton Airport.

Turbo West's expansion plans are on hold for the present, Farthing said, but the company hopes to become a full-service FBO in the future.

Aero Associates and Aeronics

Aero Associates and Aeronics, a full-service FBO, has been at Jeffco Airport since 1964. The company's main objective is aircraft maintenance and avionics, but as one employee explained, "There's really very little you can't get here." The company includes an aircraft maintenance shop, an engine shop, a paint shop, an avionics division, full line service, rental cars, transit or permanent tie-down areas, and a lounge. The front of the Aero Associates building is rented by the Rocky Mountain Piper Co. and another portion of the building is rented to Aviall, an aircraft parts distributor.

A pilots' briefing room is near completion. It will include a United States map, clocks representing different time zones and telephone lines connected to Denver flight service.

Line service is available from 7 a.m. to 10 p.m. daily, and the shop is open from 8 a.m. to 5 p.m., Monday through Friday. Aero Associates is a Phillips 66 fuel dealer with four gas trucks. They provide fuel for several

clients, including the slurry bombers used by the National Forest Service for firefighting.

Roach Mountain Piper sells pilot supplies, is a full-line Piper aircraft dealership, and charters aircraft anywhere in the continental United States and Canada. In addition, they offer a flight school for all ratings and provide pilots for corporations or others needing someone to fly a plane. The company has been located at Jeffco Airport for five years and offers 24-hour service at 465-1171.

Roach Aircraft Inc.

Roach Aircraft Inc., the largest Cessna dealer in the Rocky Mountain area, is located in two hangars at Jeffco Airport, and according to Jim Stanley, flight manager and salesman, the company is primarily involved in sales. The inventory runs the gamut from a \$35,000 trainer plane to a \$700,000 corporate twin engine plane.

Roach has the largest ramp space at the airport, he said, and offers fuel and line services, maintenance, a parts department, an avionics department, rental and courtesy cars, a lounge area and a new flight school. The company was the first FBO at the airport when it came in 1965.

Roach is open from 6 a.m. to 8 p.m., Monday through Saturday, and can be reached at 466-2336. In addition to Cessna planes, the company also sells Mooneys and all kinds of used planes. About 35 employees work for Roach in sales, flight instruction, mechanics and administration.

According to Stanley, "Roach Aircraft is known all over the nation." People come from all over to buy planes, he said, and more people living outside of the Denver area have probably heard of Roach, than those who live in the area.

Stanley said Jeffco Airport is a good location for Roach because all the FBOs at the airport are good operators. "A customer will get good service wherever he goes," he commented, and this brings them back to the airport.

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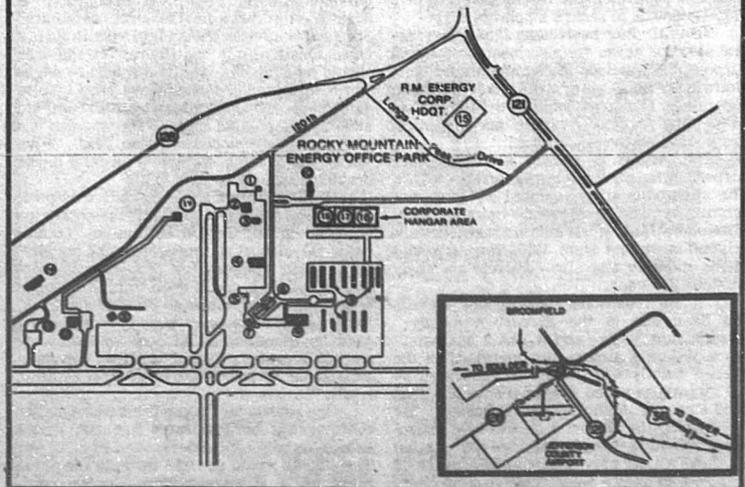
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HANGAR



Traffic controllers keep airways safe

by Becky Nothnagel

The air traffic controllers at Jeffco Airport are busy people who handle about 550 take-offs and landings daily. They work out of a five-sided steel and concrete FAA tower that Wally Rose, chief of the Jeffco air traffic control tower, refers to as a "very elaborate, excellent structure."

Every day the controllers climb several flights of winding stairs to a room with windows on all sides. Below the windows are instrument panels that give them pertinent information about the time, the barometric pressure, and wind direction and speed. There is also a microwave oven and a sink, so the controllers can have lunch in the tower.

According to Rose, there are normally two controllers and a supervisor on duty per shift. One may arrive at 6 a.m. and work until 2 p.m., another may arrive at 8 a.m. and leave at 4 p.m. and the third would arrive at 2 p.m. and finish work at 10 p.m. The tower is open from 6 a.m. to 10 p.m. daily.

Every pilot who takes off or lands a plane at Jeffco Airport during the hours of tower operation should be in contact with an air traffic controller. They receive information about the altimeter setting, runway use and the wind. After the initial call, the controller asks the pilot to report to a certain place for sequencing in traffic, Rose said. This is done to keep two planes from running into each other.

The controllers are in charge of the lighting on all runways and approaches and must report the weather to the National Weather Bureau Service. In addition, they are expected to alert the necessary people and equipment in case of an accident. Yet the controllers' main duty is to promote safe and efficient movement of air traffic, Rose said.

The controllers should be aware of all air traffic in a five-mile radius around the tower, because FAA regulations require all pilots flying in that area to contact the control tower. As an extra precaution, pilots often file flight plans listing the airport they will depart from and where they intend to land, Rose said.

The Jeffco tower began operating in 1967 and today 12 controllers direct and advise pilots. Two of the 12 are developmental controllers, Rose said, which means they are learning the trade.

He is careful to point out that air traffic controllers advise the pilot rather than attempting to fly the plane for him. "The pilot makes most of his own decisions on how to land based on the information we give," Rose commented.

However the controller does tell the pilot where to land.

From time to time a pilot will disobey the controller's direction and in that case he has violated federal air regulations, he said. When that happens the controllers are required to file a report with the general aviation district office for further action. "We are not in the enforcing business," Rose pointed out, so the controller reports such incidents and leaves enforcement up to the FAA.

The career of an air traffic controller begins with an entrance exam for the controllers' school at the FAA academy in Oklahoma City, Okla. The grade earned on the exam determines how soon the student will begin his 14-week training. Prospective controllers must also pass a physical and security check, and go through an interview.

The student is schooled at the academy in Oklahoma and sent to a tower for on-the-job training. When he passes this training he becomes a journeyman controller and can perform controller duties without supervision at the tower where he was trained. As the controller gains experience he has the potential to be promoted to supervisor of his tower or can move to a tower at another airport.

FAA regulations require air traffic controllers to be between 21 and 31 years old when they begin their training, Rose said, but there is no regulation requiring a college degree or high school diploma.

This year Jeffco Tower received a plaque from the director of air traffic services for the FAA and the Department of Transportation, honoring the tower for operating and exemplary performance and service during the air traffic controllers' strike, Aug. 3, 1981, to Dec. 31, 1981. According to Rose, five Jeffco controllers walked off the job during the strike, but two returned to work.

Jeffco air traffic control tower ranked 128th among 431 airport towers in the area of total aircraft operations for the fiscal year 1981, Rose said. The tower handled more than 168,200 operations during that time. In the area of traffic, Jeffco airport is ahead of airports in Colorado Springs and Buffalo, N.Y., he added. "It's a pretty important airport."

When asked what he wanted people to know about air traffic controllers, Rose said, "Air travel is the safest form of travel I know. If you go from point A to point B, the safest way to go is by air because someone is always watching you. The air traffic controllers will give you all the information you need."



Air traffic controller Duane Boda studies an instrument panel in the Jeffco Tower as he prepares to give information about the weather, wind, time and runways to a pilot. Controllers at the Jeffco Tower handle more than 550 take-offs and landings each day. (Photo by Phil Sterritt)

Foresight

(Continued from Page 1)

Jeffco Airport is planning to expand in the future, and according to a DRCOG (Denver Regional Council of Governments) study, two more relievers will be needed in the Denver area within the next 20 years. In addition, the study recommends that airports in Jefferson and Arapahoe counties should expand to their maximum size in that time to handle all the air traffic in the area. Adams County has also proposed building an airport, he said.

Three years ago the Jeffco Airport Authority completed a master plan study which considered all factors affecting the airport and came up with a picture of Jeffco Airport in 20 years. That picture includes four runways, 1100 planes based on the property and 500,000 annual takeoffs and landings as compared to today's 200,000 annual takeoffs and landings. At the present time, Jeffco Airport ranks 110th among the nation's 15,000 airports in the number of takeoffs and landings, Gordon said.

Other future predictions include the ad-

dition of another fixed base operator and possible expansion to include helicopter traffic. One area of the airport will be set aside for helicopter use to keep them away from fixed wing traffic, Gordon said.

Other future plans call for extending the main runway to 9,000 feet, which will make it safer for jets to land. A hotel and restaurant may also be built on a 17-acre parcel at the southwest corner of the airport property and Wadsworth Blvd, according to Gordon. Rocky Mountain Energy, 10 Longs Peak Dr., also plans to expand its office park in the future.

The Airport Authority holds a title to 1,700 acres, 700 of which are currently used for Jeffco Airport. Another 800 acres are being farmed and about 100 acres, recently annexed to Broomfield, are being used for commercial development. The remaining 100 acres are unusable due to their terrain, Gordon said.

Most of the planned airport expansion will take place on 400 of the 800 acres present-

ly being farmed. An additional 100 acres will probably have to be acquired to accommodate the expansion, he said, but for the most part the airport already has the property it needs to grow.

During its 22 years of operation, there have been two fatal accidents at Jeffco Airport. One occurred five years ago, and involved a family of five, Gordon said. An airplane had taken off and had mechanical difficulties so the pilot tried to turn the plane and land, but did not make it. Two children died in the accident.

The other accident happened two years ago. Two people were killed when an experimental aircraft had engine trouble and crashed off the airport. Although there are accidents, he said air traffic continues to be one of the safest means of transportation.

Gordon said he is optimistic about the future of Jeffco Airport and thinks as it expands it will continue to be an asset to the surrounding area for years to come.



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Jeffco FAA office promotes air safety statewide

by Becky Nothnagel

An office with the goal of promoting safety in statewide general aviation is located at Jeffco Airport. The name of the office is GADO, the General Aviation District Office. It is a field office of the Federal Aviation Administration, which is part of the Department of Transportation.

General aviation covers all civilian aviation except commercial airlines. According to the Department of Transportation, almost 750,000 certified pilots fly more than 160,000 general aviation aircraft more than 32 million hours a year. About three-fourths of general aviation flying is done for business or commercial purposes.

Among the GADO staff duties are working with airmen, aviation agencies and aircraft and investigating accidents and compliance with regulations. According to Dean Baird, operations program chief for the Jeffco GADO office, the staff certifies air taxi operators; approved flight schools; mechanical schools and external load operators,

such as helicopter pilots. They also designate pilot and mechanic examiners who in turn can do certifying.

Certification inspectors insure that airmen have the competence to fly or service aircraft. Nationally they issue about 50,000 new private pilot certificates and 200,000 airman certificates and ratings each year. GADO also regulates all aviation repair stations and will give check rides and written pilot tests.

Seeing that aircraft within the district are kept in airworthy condition is another GADO responsibility. Staff members accomplish that end by reviewing FAA reports on major repairs and alterations performed by district mechanics and repairmen. They also spot check aircraft in the district. More than 12,000 malfunction and defect reports are submitted to GADO offices around the country each year. In addition, homebuilt and military surplus aircraft receive original certification from GADO.

Aviation agencies within the district are regularly monitored by GADO inspectors. They check on agricultural flying; corporate flying; air safety/rescue operations; and recreational flying, such as sailplane flying, parachute jumping and flying clubs.

Finally, the basic duty of GADO inspectors is to make sure FAA regulations are observed in the district. Every general aviation accident is investigated by GADO inspectors. They attempt to determine the airworthiness of the aircraft involved, if regulations were followed, if competency of the airman played a part in the accident and if FAA facilities were involved, Baird said. GADO staff members also deal with public inquiries and complaints about general aviation activities in the district.

Last year 61 general aviation accidents were investigated by the Jeffco GADO and 32 more were investigated by the satellite GADO in Grand Junction. "We'll run somewhere in that area this year," Baird said.

Lately there has been a slight drop in the number of aviation accidents due to a big push for safety, he added. Accident prevention counselors are stationed around the state.

In 1975, the Jeffco GADO was named the general aviation district office of the year. It was chosen from 84 offices in the United States and Puerto Rico. The office has been at Jeffco Airport since 1961.

Currently the Jeffco GADO is run by Chief Ansel McAllister. Baird is the operations program chief, Jim Stevenson is the maintenance program chief and Al Lundquist is the avionics program chief. The Jeffco GADO and the satellite office in Grand Junction are responsible for the 18,000 pilots in Colorado and the approximately 115 certified airports in the state.

Jeffco GADO is open 7:30 a.m. to 4 p.m., Monday through Friday, except on holidays. Written tests are not given on Monday or Friday. The office phone number is 466-7326.

National Forest Service bases air tanker at Jeffco

by Becky Nothnagel

An airport may not seem the most likely place for forest service employees to work, but three small buildings and an enormous airplane make up a National Forest Service air tanker base at Jeffco Airport.

The plane, a PB4Y2, is a former military plane that carries about 2,000 gallons of firefighting retardant. It is one of about 44 air tankers nationwide, which are contracted by the National Forest Service for fighting forest fires. The Jeffco-based plane and pilots are contracted from the Hawkins and Powers Co. of Greybull, Wyo.

The PB4Y2 was built by the Consolidated Co. for Navy use in World War II submarine patrols. Its design was a take-off from the World War II B-24 bomber, according to Ron Bell, of the Forest Service. There are only about four such planes left in the world, he said.

The Jeffco air tanker is used mainly to fight fires on the eastern slope of the Rocky Mountains, but travels to other sites as necessary. For example, the plane was recently dispatched to Alaska. Two air tankers based at Grand Junction fight most of the fires on the western slope. They are managed by the Bureau of Land Management.

The Jeffco base was established in the mid-1960s, when the Forest Service first leased 8.2 acres of land from the Airport Authority. A small base office at the site is manned by two Forest Service employees during the fire season, which runs from about June 1 to the middle of September.

Future plans call for a number of facilities to be added at the site by May 1983, in time for the next fire season, according to Jerry Mauk, director of National Forest Service aviation and fire management. Mauk is in charge of the Rocky Mountain region, which includes Colorado, Wyoming, Kansas, South Dakota and Nebraska.

Construction should begin in mid-September. The expanded facility will be the third Rocky Mountain Aviation Center in the Rocky Mountain Region. The site will include the south dispatch office, which currently operates out of Fort Collins, and a fire warehouse cache to house fire and radio equipment and a radio maintenance shop. Pilots and other aircraft will also be based at the center.

The PB4Y2 typically is dispatched to 35 or 40 fires per season and drops between 70,000 and 80,000 gallons of retardant during that time. The plane has not been out as much this year because rain has cut down on the number of fires, Mauk said.

The firefighting retardant is a phosphate chemical powder that is mixed with water. The retardant contains a special thickening agent which allows the water to come down in a uniform, even pattern. There is also a red-orange dye in the retardant which makes it more visible to the firefighters. The newest retardant will fade within two or three weeks, Mauk said.

At the end of the fire season the PB4Y2 goes back to the Hawkins and Powers Co. and the Jeffco Forest Service base is closed for the winter. However, when the new facilities are added, the base will be open all year.

Most of the fire calls for the tanker are dispatched from a central office in Lakewood. The plane is an inter-agency funded aircraft, administered by the Forest Service, so it is also used by the Bureau of Indian Affairs, the National Park Service, the Bureau of Land Management and the states of Colorado and Wyoming. It has been used to fight fires in Larimer, Boulder, and Jefferson counties.

Food, clothing and tools are stored on the plane, so that it can operate as a self-sustained unit when it goes on fire calls. About 2,200 gallons of fuel can be carried by



One of 44 air tanker aircraft contracted by the National Forest Service is based at Jeffco Airport. The plane is used for fighting forest fires primarily along the

eastern slope of the Rocky Mountains, although it was recently dispatched to a fire in Alaska. It is a former World War II military aircraft.

the plane, which burns about 280 gallons of fuel per hour. In addition, eight 300-gallon hoppers can be filled with firefighting retardant.

According to Bill Carpenter, a Hawkins and Powers pilot who has been flying the Jeffco air tanker, the plane was designed to be manually controlled, so that it could sustain battle damage and remain in flight.

One of the difficulties Carpenter faces when flying is getting the big plane down to the fires. "The thing is, you've got to get the plane in where the fire is," he said. Lightning fires are usually higher than fires caused by man, so the man-caused fires are more difficult to reach with the plane. However, the PB4Y2 has even been flown in the bottom of the Grand Canyon, he said.

Flying low can also cause a problem of a different sort. According to Carpenter there has been at least one complaint this year about the air tanker flying at low elevations over populated areas surrounding the airport. The plane is so big that it looks lower than a smaller plane flying at the same elevation, he said, and this causes some people to think the plane is being flown too low.

The pilots have worked with air traffic controllers at the Jeffco Tower to devise a flight path from the mountains to the airport which does not go over populated areas, he said. "We wouldn't want to endanger anyone's home or property," he added.

Members of the public are welcome to visit the Forest Service base to see the air tanker, according to Carpenter.

It's a bird, it's a plane, it's . . .

by Becky Nothnagel

A mysterious looking plane with a long rod-shaped instrument protruding from the front flies out of Jeffco Airport, looking as if it is heading for an airborne jousting match.

In reality, the plane is on its way to take part in important scientific research experiments. It is from the National Center for Atmospheric Research's (NCAR) aviation facility, which has been based at the airport since 1964. The long boom on the nose of the plane carries instruments which measure various atmospheric characteristics, such as air motion and temperature.

NCAR's headquarters are located in Boulder and the Jeffco facility is one of two outlying research facilities. The other is the National Scientific Balloon Facility, located in Palestine, Tex. Jeffco Airport was chosen as the research aviation facility site because of the airport's quality and its nearness to Boulder, according to Byron Phillips, research facility manager.

The goals of the research aviation facility are to develop new techniques and instruments for airborne research and to operate instrumented aircraft to support field research in atmospheric science. When it began in 1964, the facility had only one plane. The Jeffco NCAR supports between 15

and 20 research projects in a variety of locations each year, Phillips said. About half of the projects involve chemistry; a third are related to clouds, physics and storms; and the rest research areas such as radiation field studies or weather.

One of the big experiments last year was a study of convective clouds and precipitation mechanisms in Montana, he said. Three NCAR planes were involved in the three-month project. Another experiment involved flying around Mount St. Helens, in Washington, to study volcanic gases.

The NCAR research fleet includes two twin-engine Beechcraft Queen Air aircraft, a twin-jet North American Sabreliner and a four-engine turbo prop Lockheed L-188 Electra. The facility is buying a twin-engine turbo prop King Air aircraft, Phillips said.

The Jeffco research aviation facility employs about 30 people: aircraft mechanics, pilots, electrical engineers, physicists, meteorologists, managers and computer programmers. It includes offices and laboratories and a hangar that can house five or six planes. Construction should begin in October on a building addition which will be used to expand the NCAR facility space for more offices, and electrical and computing laboratories, Phillips said.



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RME pilot Ron Davis at the controls

by Becky Nothmangel

Ron Davis, the chief pilot for Rocky Mountain Energy Co., has been flying since he was 10 years old and says "it is all I've ever done and all I want to do. Period."

Rocky Mountain Energy's Aviation Department has been based at Jeffco Airports since September 1978, when the company purchased their first plane, a Rockwell Sabreliner 60. Davis has been flying for them since that time.

Before he came to Rocky Mountain Energy, Davis worked as a pilot for Union Pacific Railroad in Omaha, Neb., for six years. He also flew for H.B. Zachary Co., Texas; and Herschberger Exploration Co., Kansas; and was a production test pilot for Gates-Learjet Co., Kansas.

Davis flew as a Navy fighter pilot in the early part of the Vietnam conflict and served nine years of active duty in the Navy. He also spent 12 years in the Naval Air Reserve at the same time he was flying as a civilian.

Davis flew his first solo flight on his 16th birthday. When he turned 17 he earned his private pilot's license and at 18 he received his airframe and powerplant mechanic's license from Northrop University, in California.

Davis said he became interested in aviation as a youngster because his father, a pilot, ran a fixed base operator at an airport in Price, Utah. "I was kind of born into it really," he said. "When I was a kid I worked for my dad as an aircraft mechanic."

He was born in Nebraska, and went to a different school every year until he was in the fourth grade, when his family moved to Utah. He lived there until he joined the Navy.

On July 27, 1982, Davis received a pilot safety award from the National Business Aircraft Association "in recog-

nition of having been pilot in command on aircraft in conduct of business for a total of 2,858,780 or more consecutive miles without accident involving damage to property or injury to persons."

He earned his first safety award in 1976 or 1977, for 1 million miles of safe business flight. He received a plaque and a gold-plated tie clip. Succeeding awards are based on miles accumulated from that time.

However, if a pilot is involved in an accident with damage or injury, his mileage goes back to zero, Davis said.

Rocky Mountain Energy pilots "use all the safe prac-

tices that we possibly can," he commented. "We use checklists religiously."

The checklists are put out by the plane's manufacturer and are approved by the FAA. They include reminders, procedures and safety techniques for all phases of flight including before start, engine start, before taxi, taxi, before take-off, after take-off, climb, cruise, descent, before landing, after landing and shut down.

Davis said he hopes to continue flying for a living until he retires. "I'd like to stay right where I'm at," he said. "I'm really happy right here in this job."

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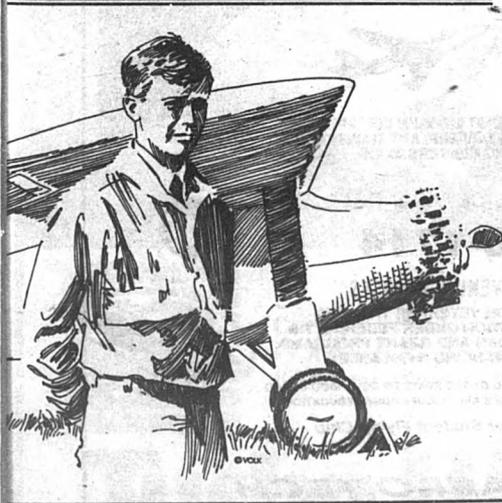
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Students in one of Colorado Aero Tech's test cells work on a 670 Continental Radial engine. The school, located adjacent to Jeffco Airport, trains airframe and powerplant mechanics. Students come from several foreign countries to study at the school.

Aero Tech trains mechanics for aviation technologies

by Becky Nothnagel

One of the five largest aircraft mechanic schools in the country is based adjacent to Jeffco Airport. Colorado Aero Tech, a trade school which trains airframe and power plant mechanics, was founded in 1965. Five hundred students spend approximately 15 months attending Aero Tech and upon graduation, they are prepared to sit for FAA (Federal Aviation Administration) written and oral practical mechanics exams.

Aero Tech runs two sessions, one from 7:30 a.m. to 2:30 p.m. and one from 4 p.m. to 11 p.m. Each session includes two 20-minute breaks and one 40-minute dinner break. New classes start every five weeks.

The students follow a 12-unit curriculum which is divided into five-week sections. The curriculum includes two units of general studies, five units of power plant studies and five units of airframe studies. Instruction areas are J-46 and J-34 turbo jet engines, hydraulics, propellers, sheet metal and electricity.

The student spends about 50 percent of his time in the classroom and 50 percent of the time in various shops where he gets hands-on mechanical experience. The average class is made up of 25 students. Textbook costs are covered in the tuition fees and tools can be purchased at the school.

Aero Tech students must be at least 17 years old; able to read, write and understand English; and must have a high school

diploma or GED. The school provides benefits to qualified veterans, and state and federal financial aid programs are available.

Graduation requirements include completion of 1,920 hours, a grade of 70 percent or more on each unit of instruction, and a grade of 70 percent or better on each of the five areas covered in the final examination. Aero Tech assists graduates with permanent job placement and the outstanding student in each graduating class is awarded a scholarship worth up to \$1,000 to attend a factory maintenance course. In addition, airframe and power plant licenses are creditable toward an associate or bachelor's degree in aviation maintenance and management.

According to Don Kersting, director of admissions, job placement "has been excellent for us." According to a certified Veterans Administration survey, more than 90 percent of the graduates in each class are placed in a related job within 90 days of graduation.

Several jobs in aircraft mechanics are available and more are opening up as mechanics trained during World War II retire. It is predicted that about 75,000 of those mechanics will retire over the next five years, Kersting said.

Starting aircraft mechanics earn between \$5 and \$7 per hour and with experience can earn up to \$16 per hour and receive airline travel benefits, he added.

Flight instructor's invitation reads 'Come fly with me'

by Becky Nothnagel

If you have ever wondered what it might be like to learn to fly a plane, a simulated flight lesson with Jim Stanley of Roach Aircraft Inc. gives some insight.

Last week Stanley conducted a lesson/interview while flying a Cessna 152, which is used for about 80 percent of all flight training at Roach.

The first thing the pupil is taught is how to pre-flight a plane. Before a pilot steps in the plane, he must make sure it is as safe as possible. He should inspect hinges, pins and bolts on the doors and wings, and make sure there is gas in the tanks located in each wing.

Next, the student and instructor board the aircraft, with the instructor seated on the right and the student on the left. There are two sets of controls and two steering wheel controls, so both the student and the instructor can take part

in flying the plane.

After fastening the safety belts, another checklist is followed to prepare the plane for take-off. The pilot should check several things including the fuel, brakes, circuit breakers, radios and the electrical equipment. Before starting the engine, he should also yell "Clear!" out the window to make sure no one will be hit by the propeller when it starts turning.

The oil pressure must be checked and lights are turned on as the pilot listens to a control tower recording which gives information about the weather, time, temperature, wind, altimeter reading and runway use. Then the pilot radios the control tower for permission to taxi to the runway.

As the plane taxis, the pilot controls the speed with the engine throttle and steers the plane by stepping on foot pedals, because the steering wheel controls only work when the plane is in the air. Directly above the foot pedals are brake pedals.

Once at the run-up area, the pilot waits for other aircraft to take-off and meanwhile checks the brakes, controls, flight instruments and fuel. When the tower has cleared the aircraft for take-off, the pilot steers it down the runway, and when the speed reaches 50 knots (about 80 mph) the pilot pulls the steering control outward and the plane begins to ascend. If

the steering control is pushed inward, the plane will descend gradually, and if the control is turned to the left or right, the plane will turn in the same direction.

As the plane continues to ascend, the pupil is instructed to keep the nose of the plane lined up with the horizon. Planes are allowed to fly at altitudes of 500 feet over sparsely populated areas and 1,000 feet over cities. During flight, the student learns more about the various controls in the plane and actually flies the plane.

When it comes time to land, the pilot must complete yet another checklist, called the GUMPS check. GUMPS stands for gas, undercarriage (landing gear), mixture of the fuel, the propeller and seat belts. Once approval for landing is given by the tower, the pilot begins his descent and lands on the runway. Then he must get permission to taxi to the hangar or tie-down area where he bases his plane. Before the lesson ends, the student must also perform a shutdown, after landing checklist.

If a potential student has a fear of flying, Stanley will tell him that flying is safer than driving a car. "Ten times as many pilots are killed driving to the airport, than are killed flying," he points out.

"Flying spoils you," he adds. "Once you fly, it's a drag to get back into the car."



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It's not an 8 to 5 job for this woman

by Becky Nothnagel

The top aircraft propeller distributor in the world is located at Jeffco Airport and is run by the only woman approved by the FAA to service propellers. The company is Aero Propeller and it is owned and managed by President Susan Houston-Mitchem.

She came to work at Aero Propeller, an aircraft propeller sales and service company, in 1972. She managed the business until she purchased it from Aero Associates in 1975. The company began with Houston-Mitchem and a shop foreman working in the building, which in the beginning was little more than an office and a bathroom. "We did everything," she said.

Today Aero Propeller employs about 20 people and the building has been expanded both upwards and outwards. Sales and distribution have also grown since then. "We've been expanding since we opened," Houston-Mitchem said, "and we will expand until my dying day. A business that is not growing is a dying business."

Houston-Mitchem was a business major at the University of Colorado, in Boulder, and also worked two years in the propeller sales and service division of an aviation business. While working for the aviation business, she became interested in propellers and wanted to branch out on her own. She got backing from Aero Associates and began managing Aero Propeller.

In those first days, Houston-Mitchem said she did not know anything about propellers, so she went to propeller factories and worked with the people there to learn about the industry. She also took propeller courses, did research and "just did it," she said.

She did not have money, but did have ambition and ideas as well as a good backer, she said. After she had bought and paid for Aero Propeller, she married her backer, Robert Mitchem, the owner of Aero Associates. Houston-Mitchem lives in Broomfield with her husband and two children: Beau, age 18, and Susie, age 15.

When her children were young, Houston-Mitchem said she brought games to work and put up a basketball hoop so they could be with her. "This was their playground," she said. When they got older, they also worked at Aero Propeller, however neither is interested in an aviation career, she said.

Her children were really impressed with her job at first, but now it's not a big deal to them, she added.

Houston-Mitchem said the fact that both she and her husband are involved in aviation adds to their marriage. "It keeps our interests the same," she said. "It's our life." Both put in between 16 and 18 hours a day at work, so they try to get away two or three times a year, which "helps keep our sanity," she added.

Houston-Mitchem has several philosophies that she and her employees work by. "Coming to work is just like being on stage. You put on a good performance no matter how you feel. It's not fair to the audience to put on a bad performance. If you can't, you just don't come," she said. "I really stick to that."

She also has advice for young women interested in starting their own businesses. "Being in business in a man's world, you should keep your femininity and always act like a lady," she said. "You also need a lot of drive and ambition, and must be willing to put most of your life into it. It is not an 8 to 5 job."

Houston-Mitchem does not regret her career choices. "Whatever I have sacrificed has been fulfilled in other areas," she said.

There have been times when she has had difficulty in her position because she is a woman, she said. "From time to time it's hard for a male mechanic or customer to accept what I tell them about propellers," she said. However, once they get to know her, they trust her as an equal, she added.

She also has had problems when speaking at seminars. "When I used to speak before aviation groups I had trouble getting their attention, but after the first half-hour it would go better," she said. She still speaks at seminars for mechanics, propeller workers



Susan Houston-Mitchem, president of Aero Propeller



Whirlybird!

A Turbo West mechanic works on the Channel 4 news helicopter, a Bell Jet Ranger. The copter, which is based at

Jeffco Airport, is piloted by reporter Karen Key.

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President thought flying would be 'neat'

by Becky Nothnagel

The president of Hoffman Pilot Center said he always wanted to fly because "I just thought it would be a neat thing to do." Harry LaForge, who has been at Hoffman for 10 years, said he started flying while in college at Fairfield, Iowa.

He said his goal in those days was to find the nearest airport and learn to fly, so he joined the college flying club and later was a club instructor. He graduated with a degree in biology and spent 10 months and six days in Vietnam as an Army finance clerk.

From Vietnam he returned briefly to Iowa and then moved to Buffalo, N.Y., where his parents lived, and took advanced flight training under the GI Bill. He visited Colorado on "a kind of after the Army vacation" and moved to the state in 1969.

He scouted the area FBOs for a job and worked for three different flight operations. In May 1972 he was hired as a flight instructor at Hoffman Pilot Center, at Jeffco Airport. He went from flight instructor to director of maintenance to assistant operations manager, and in August 1975 he purchased the company. "We've been growing ever since," he said.

Today 11 instructors at Hoffman Pilot Center, including LaForge, teach 23 FAA approved courses for ratings from private pilot to airline transport pilot. It is the most diversified flight school in the Rocky Mountain area, he said.

After 16 years as a flight instructor, LaForge has worked with a lot of students and has been involved in several unique situations while in the air. "Students always do the unexpected things. It is less nerve-wracking the longer you've been doing it," he said, "but you can never get lackadaisical about it."

LaForge offers one recent incident as a good example of the type of situation that can arise while instructing a would-be pilot. LaForge and a student had been up in a multi-engine plane, and were about to land. The landing gear was down, LaForge said, but when he leaned over and asked the student if the gear was down, the student panicked and started raising the gear.

"At that point we were about three feet from touchdown," he said, so he added power and the plane began climbing. The student had recovered from his shock at about the same time, LaForge said, and was also

reaching to add power. The student flew a full pattern and landed the plane safely.

"He got my attention," LaForge commented.

However, LaForge enjoys the instructing end of his job. "I don't wake up during the night and wonder what a student will do to me," he said. "It's probably less dangerous than driving a cab in downtown Denver."

In fact, LaForge makes a point of stressing the safety of flying. A lot of people seem to think a plane is going to fall out of the sky and land on their house, he said, and that is a mistake. If a pilot was forced to make an emergency landing, there are plenty of open spaces and fields in the area where he could make a safe forced landing. Pilot training courses include lessons in forced landings.

LaForge said rather than thinking of flying as dangerous, he considers it to be "glamorous and utilitarian as the dickens."

The FAA sets minimal standards for pilot training, but Hoffman Pilot Center tries to exceed those standards. Students finish their training in significantly less time than the national average, LaForge said, but are well trained when they get through the course.



Harry LaForge

Jeffco is home of county sheriff's aviation division

by Becky Nothnagel

The Jefferson County Sheriff's Department received its first aircraft in 1973 with help from the county Civil Defense director and the county commissioners, and became the first sheriff's department in Colorado to operate an aviation division.

The sheriff's aviation division has grown with time and today Hangar A5 at Jeffco Airport is home to a small fleet of aircraft.

A Cessna (T-41B) four-place airplane was the first plane purchased by the county. It is used for fire reconnaissance and transport in Colorado and neighboring states. It was obtained at no cost to the county. If purchased today, the plane would cost about \$55,000.

Two Bell 47G-3B-1 (H-13) two-place heli-

copters are used for day and night law enforcement patrols, search and rescue missions, and command and control platforms for fire and disaster. They were obtained for \$250 each, but currently cost more than \$90,000.

A Bell 204B (UH-1B) eight-place utility helicopter is used for rescue missions, fire-fighting, and lowering medical and fire-fighting personnel into inaccessible locations. It was used during the Big Thompson flood in 1976 and the Deer Creek fire, where it dropped more than 46,000 gallons of water. It cost the county \$250, and currently lists for about \$900,000.

A Beechcraft Duke B-60 six-place airplane is used for transportation throughout the United States. It is being leased from

ABAL Inc. for \$40 per dry hour. A dry hour means the renter must supply his own oil and gas. The Duke would cost \$600,000 if purchased new and would cost about \$350 per hour if leased by a civilian.

All of the planes are owned by the Jeffco Civil Defense and are operated and maintained by the sheriff's department. They were purchased through the military surplus program and the county was charged only paperwork fees.

The sheriff's department aviation division is staffed by four deputy sheriffs: two pilots and two observers. One mechanic also works for the aviation division, but he is not a sheriff's officer. There is a division member on duty or standing by at all times.

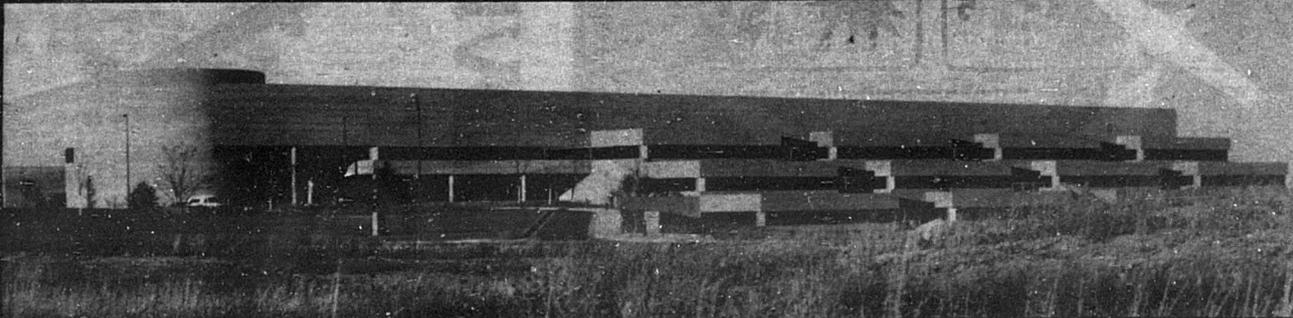
During a routine patrol, the deputies can

cover the entire county in two or three hours, according to Lee Beavers, one of the deputy sheriff pilots. The same distance would take two or three days for a patrol car to cover. Other benefits of the aviation division are its ability to cover remote areas of the county and assist patrol cars through aerial surveillance.

Jefferson County is the only county in the United States to train all of its fire-fighting agencies in high-rise rescue techniques using helicopters. This is important, according to division personnel, because several tall buildings are planned for the county and the highest available fire ladder is only able to reach four or five floors.

There are no immediate plans to expand the aviation facility, Beavers said.

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