

Louisville Times

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25¢

War Remembrance

This spring marks the 50th anniversary of the surrender of Germany. Louisville resident Howard Teague talks about the horrors of war and the daily risks he and other young men took to defeat the Nazis.



BOMBARDIER HOWARD TEAGUE pictured in the nose turret of a B-24 bomber during his tour of duty in the European Theater of Operations, where he flew 29 missions from May 31, 1944 to April 15, 1945.

Bombardier recounts tour of duty

By MICHAEL RHODES

There are photos, hand-written lists, maps and charts in Howard Teague's World War II memory book. There are also 22 small tags, each about the size of two postage stamps, on which are written a young man's record of war.

The cotter tags, as they were called, represent a record of 22 of 29 bombing missions Teague completed aboard B-24s during his service as a bombardier in the European Theater of Operations.

Every bomb on the plane had a cotter tag, which was removed by the crew as the plane approached the target. After the pin was removed, the propeller on the tail end of a bomb could spin freely as the bomb dropped, thus arming it.

One cotter tag represents June 6, 1944, the day Allied forces invaded Normandy. As a member of the 392nd Bombardment Group, Teague's mission was to fly across the English Channel and knock out Nazi gun emplacements on the coast of France, ahead of Allied troop landings. Scrawled on the tag: "Thousands of planes. Artillery barrage in the channel."

The note also said the mission was "10/10 overcast"—100 percent cloud cover. Yet, he said that at one point there was a break in the clouds, and below, he could see a line of battle ships and cruisers loosing a barrage of shells toward the shore. The light from the gun salvos lit up the walls of the clouds and the water and silhouetted the ships, Teague said.

At the Battle for St. Lo, a small town along the west coast of France, Teague's squadron group provided troop support for General Patton who was to break through German defenses that day. It would be Teague's sixth time as a member of the lead crew, sighting targets for the bombing squadron of nine planes.

After "bombs away," two planes fell out of formation and were shot down by German anti-aircraft guns.

Joining the war effort. Howard Teague entered college in 1941 to study pre-dentistry at the University of Nebraska in Lincoln. In 1942, he decided to join the war effort. After the bombing of Pearl Harbor, he enlisted in the Army Air Corps — precursor to the Air Force — in August 1942.

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Airport says no to expanded service

By GREG AVERY

Jefferson County Airport officials held an informational meeting about possible scheduled passenger flights before a boisterous and sometimes hostile crowd Thursday night.

Airport Manager Dave Gordon announced to the hundreds of area residents present that the Jefferson County Airport Authority Board had decided earlier that day not to pursue an FAA certificate 139, which would allow scheduled passenger flights of up to 50 people at the airport.

"This means we're not pursuing allowing aircraft of over 30 seats," Gordon said.

The airport is drafting requirements that would allow scheduled flights of 30 passengers or less.

The meeting, which filled two conference rooms and an upstairs lobby at the airport's terminal, was the first public hearing regarding the scheduled passenger service proposed at Jeffco by Texas entrepreneur John Andrews.

Andrews' airline, Centennial Express Airlines, is looking to establish regularly scheduled passenger flights at the airport. The facility currently is limited to unscheduled charters, corporate and private flights of under 30 passengers.

Andrews has been trying to start a similar service at Centennial Airport in Englewood, but the proposal has been tied up in a lawsuit by residents near the airfield seeking to quash his proposal.

"Part of the reason for this meeting is for public input," Gordon told audience members. An emphatic answer was shouted by a man in the crowd: "The input is 'no.'"

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◆ MOVIES ◆

MANN ARAPAHOE VILLAGE 4,
2480 Arapahoe Ave. (south side), 443-5227

The Madness of King George (NC-17) 2:45, 5:10, 7:25, 9:50, 12:15 Sat-Th
Mrs. Parker and the Vicious Circle (R) 2:30, 5, 7:30, 10: Noon Sat-Th
Losing Isaiah (R) 3:10, 5:20, 7:40, 10:10, 12:40 Sat-Th
Exotica (R) 3, 5:30, 7:45, 9:45, 12:30 Sat-Th

FLATIRON THEATRE,
1089 13th St., 442-1944

Muriel's Wedding (R) 2:15, 5, 8

MANN CROSSROADS COMMONS 6,
2985 Pearl St., 443-6266

The Brady Bunch Movie (PG-13) 11:30, 2:15, 7:20, 9:50
Outbreak (R) 11:15, 2, 4:45, 7:30, 10
Bye Bye Love (PG-13) 11:20, 2:10, 4:30, 7:15, 10:10
Forrest Gump (PG-13) 2, 7
Nobody's Fool (R) 11:50, 4:40, 9:45
Hoop Dreams (PG-13) 4
Tall Tale (PG) 11:40, 2:25, 4:30, 7:45, 9:45
Major Payne (PG-13) 11:25, 2:05, 4:10, 7:10, 9:30

VILLAGE 4 THEATRE,
2525 Arapahoe Ave. (north side), 443-8232

Pulp Fiction (R) 2, 5, 8:15 (in the big theater)
Man of the House (PG) 1:45, 4:45, 7:20, 9:40
The Shawshank Redemption (R) 1:20, 7:45
Special Engagement
Candyman II (R) 4:30
Dolores Claiborne (R) 1:30, 4:15, 7, 9:45

BASEMAR CINEMA SAVER,
BASEMAR CENTER, 499-5125

Nell (PG-13) 7:30, 9:45
The Jungle Book (PG) 12:15, 2:30, 5
Disclosure (R) 4:15, 7
Blue Sky (PG-13) 1:45, 9:50

Airline will continue quest

Continued from page 1

The hearing drew residents from Louisville, Broomfield, Superior, Westminster and other towns in the airport flight path.

A number of audience members seemed to disbelieve Gordon's assurances that the airport had no plans to allow 50-passenger flights in the future.

Gordon said the airport authority's reasons for not pursuing a "part 139" certificate from the FAA included not wanting to commit the estimated \$1 million dollars in larger fire trucks, new training for firefighters, environmental assessments and new emergency plans required to qualify to land larger passenger flights under federal regulations.

Gordon said that under FAA rules, once an airport becomes part 139 certified, it can no longer choose what kind of aircraft can land if the planes are under the runways' weight limit.

"You cannot throw out a 139 certificate once you open the door to it."

Gordon, with the assistance of the airport's attorney, said the airport may not be able to deny a 30-passenger airline under FAA rules for general aviation airports like Jefferson County.

He said the airport must, according to its current 121 certificate guidelines, remain "available without discrimination to any carriers" that meet the 75,000 pound weight limit of airport's primary runway.

Louisville Mayor Tom Davidson attended the meeting, as did City Administrator Bill Simmons and Councilman Tom Mayer.

Davidson said he is still in opposition to any scheduled passenger flights out of the airport. Although Centennial Airlines said it plans to use the types of planes already flying from the airport, it would "vastly increase the number of

them."

On March 7, the Louisville City Council passed a resolution stating the city's opposition to increasing the flights out of the airport by allowing scheduled passenger services.

Davidson said the council will now weigh its options to halt the addition of scheduled passenger flights.

"What we'll do is look at Centennial (airport in Englewood) where they beat back this same proposal. There have been some fairly successful suits against airports, including the one at Centennial, so we'll be evaluating our options," he said. "Judging by the crowd here, neighbors of the airport generally agree with Louisville's position."

Dave Waldman, a Northwest Airlines pilot and resident of Superior, told airport officials he wanted to know what the master plan was for the airport's future, but was cynical about what it would show.

"It's all just bunk. We don't want this started," he said.

Gordon said the airport is committed to not allowing flights of greater than 30 passengers, and has not yet determined what will happen with smaller passenger craft.

"We haven't approved Andrews because we haven't developed the minimum standards for that kind of operation."

Gordon said the number of companies who might set up operations under the restrictions "will be market driven."

Diane Koller, deputy director of aviation at Denver International Airport, cautioned Jeffco against Andrews' proposal. She said that accepting scheduled passenger flights was something that a Houston general aviation airport did. The result was Southwest Airline.

"The slippery slope starts with these kind of

aircraft," she said. "I admire that you want to keep it at a minimal level, but human nature being what it is dictates that people will drive to the nearest airport."

Superior resident Fred Seitzman said the airport could become a "mini-DIA."

"I have learned to accept the 5:30 a.m. wake up call from an obliging Lear jet," he said. "We have a right to take an active role in the evolution of our neighborhoods."

"The only way to limit the noise is to limit the source."

Andrews watched the proceedings quietly from the back of the room and did not speak publicly.

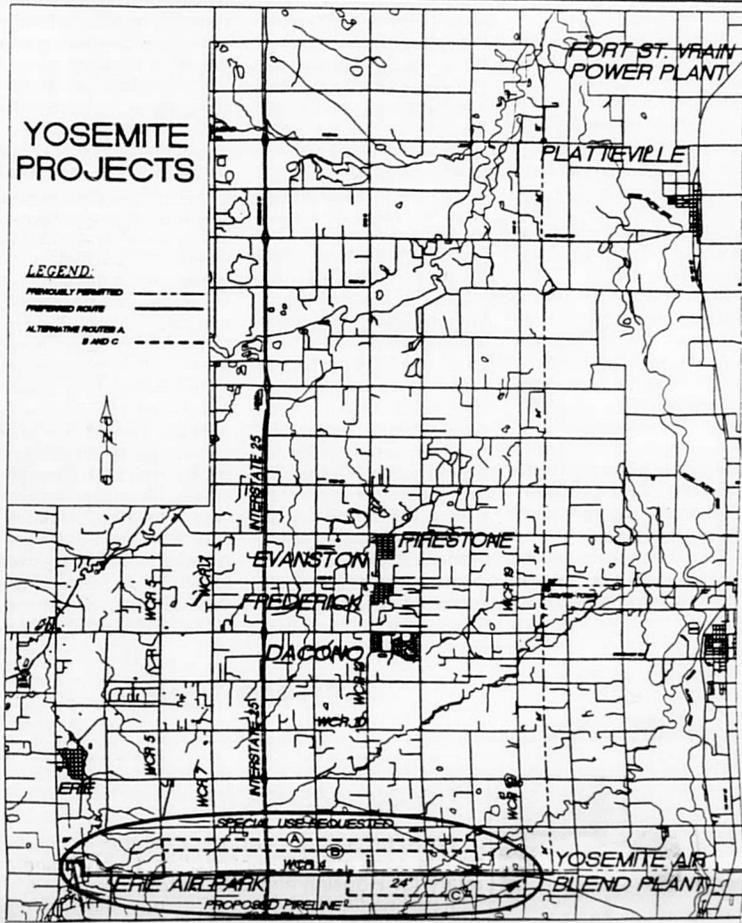
Asked by a reporter if the display of citizen opposition made him question whether it was worth coming to Jefferson County Airport, Andrews said he had faced stiffer opposition before.

"This is pretty easy going root beer," he said, and added that the residents of Scottsdale, Ariz. were more "cantankerous" about opposing an airline deal he was arranging.

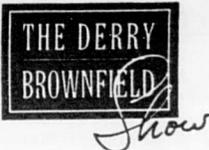
He said he still is interested in both Jefferson County and Centennial airports because he sees potential for a profitable service. He also believes his airlines will eventually fly out of the airports.

Legal Notice

NOTICE OF PUBLIC HEARING
The Weld County Planning Commission will conduct a Special Review public hearing on Tuesday, April 4, 1995 at 1:30 P.M. to review a Public Service Company of Colorado request for approval of a "Major Facility of a Public Utility" construction project.
The request involves the construction of approximately 9.2 miles of 24" high pressure steel natural gas pipeline, west from Weld County Road 19, along the Weld County Road 4 corridor.
Please see adjacent map.
The public hearing will be conducted in the Weld County Commissioners hearing room, first floor, Weld County Centennial Center, 915 Tenth Street, Greeley, Colorado.
Comments or concerns relating to the above request should be submitted in writing to the Weld County Department of Planning Services, 1400 North 17th Avenue, Greeley, Colorado 80631, before the above date or presented at the public hearing on April 4, 1995.
Copies of the application are available for public inspection in the Administrative Office of the Department of Planning Services, 1400 North 17th Avenue, Greeley, Colorado.
Published in the Louisville Times March 22, 1995, and March 25, 1995.



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