

Broomfield Days promise games, fun for all

BROOMFIELD DAYS ARE HERE AGAIN!
Coordinated by the Broomfield Jaycees, the next 5 days promise to

bring fun, games and entertainment for the whole family.

Activities begin Wednesday with the Queen

Sheriff Scotty to judge Optimist Clown Contest

When Ken Johnston, president of the Breakfast Optimist Club, learned that Howard Holzum and Jo Woodard were the judges for its Broomfield Days Clown Contest, he decided he'd better call the sheriff. Knowing that Howard and Jo have never agreed on anything, Ken felt a third judge was needed.

Sheriff Scotty, now known in political circles as Ed Scott, candidate for representative of Colorado's second congressional district, hosted his own popular children's TV show for nine years.

The Clown Contest is to be held on Saturday morning at 8:30 on Midway Blvd right across the street from the Fire Station—and NOT in the ball field as listed in the program. Every boy and girl in Broomfield should enter, for everyone who participated receives a treat from Dairy Queen. Best of all, anyone who dons a costume can be in the parade along beside Tom Tight driving his Model T.

The three bicycles donated by Van Buskirk Realty, United Bank of Broomfield, and Health Center Pharmacy will be given as first prizes for three categories: Best Boy Clown, Best Girl Clown, and Best Group (more than one). Sill TerHar Ford has also donated many other prizes for the runners up. They include a

monopoly set, frisbees, day packs, bingo games, Tonka toys, bicycle lock, and tea set to name a few. They are all on display now at the United Bank of Broomfield.

Since the parade starts immediately after the clown contest, contestants are urged to be ready for judging promptly at 8:30 a.m.

Civil Service exams held today to fill eligibility list

Civil Service exams were held today (Wednesday) for filling the eligibility list of the West Adams County Fire Protection District, according to Fire Chief R.E. Stonehocker.

Chief Stonehocker said there were some 130 applicants who underwent a two-fold exam. The written portion of the exam took place at Fire Department headquarters,

10550 Huron in the morning. Physical fitness was examined in the afternoon on the Northglenn High School athletic field.

The chief said applicants would be ranked after the exams, forming an eligibility list from which to draw when Fire Department vacancies occur.

City Spokes taking on the Jaycee Broken Spokes in a wheelchair basketball game at Emerald School at 6 p.m. At 6:30 Jane Morrow School of Dance will present a dance concert at the fire station on Midway, following the dance concert the Star Prolwer's will host a square dance in the Garden Center parking lot.

Thursday area youngsters are invited to the Parks and Recreation Water Carnival at the Rec Center at 2 p.m. Many prizes will be awarded for some of the silliest games. At 7 p.m. the Jaycees will give free watermelon to all Broomfield Days button holders. Come to the shelter on Midway for the watermelon then move across the street for the Sweet Adelines Concert and the Old Vaudeville Show.

Friday noon the Broomfield Jaycee-ettes are sponsoring a Penny Carnival at the Midway Shelter. Children 2nd grade age or younger can try their hands at many carnival games for 1¢ per chance. Over 800 prizes will be given at the carnival. In the evening the teens will meet at the rec center parking lot to

dance to the music of the Ozone Patrol. The teen dance is from 8 to 11 p.m. with admission being a Broomfield Days button.

Saturday morning is parade time. Youngsters will be decorating pets, bikes and themselves for the activities beginning at 8 a.m. The Broomfield Days Parade begins at 10 a.m. and runs along Midway from Daphne Street to the Retail Center with prominent long-time Broomfield residents Lucy and Murray Brown acting as Grand Marshalls. The numerous trophies to be given out for best floats, bands, marching groups, mounted groups, etc., have been donated by United Bank of Broomfield and Empire Savings. Plan to get to the parade early to enjoy all the pre-parade contests and to find a good seat.

Saturday afternoon activities begin with the area fire departments in competition at noon in the lot at 4th Ave. and Nickel Street. At 3:30 p.m. get your team together for the Tug-o-war. Teams of 4 or more will display might and brawn under the firemen's hoses, in this great way to cool off on a hot summer afternoon. At 4:30 the Northglenn Little Theater will present a children's participation performance of "The Talking Tree" at the Broomfield Rec Center.

Saturday night join your friends and neighbors at the Broomfield Days Oldies Dance Saturday at 9:00 p.m. Music will be provided by the 8-piece Steve Halpin Band who specialized in music of the 50's and 60's but will play anything the crowd requests (and you can be sure there will be a crowd, judging from the past years). The dance will be held at the Colorado Instruments Building which is located south of the railroad tracks in the Industrial Park area (directly south of Sill-TerHar Ford, as the crow flies). Follow the signs from Midway Blvd. and Highway 287 or use the map on the Broomfield Days schedule to find the dance. Admission is a Broomfield Days button and \$1.00 per person.

The Grand Prize as well

--continued on page 3

Wirth asks for security assurances

Rep. Tim Wirth last week asked the U.S. General Accounting Office (GAO) to make certain that security problems at the Rocky Flats nuclear facility have been remedied, and to check a claim by the Energy Research and Development Administration (ERDA) that none of the radioactive material unaccounted for at Rocky

Flats has left the site, except for disposal purposes.

Following recent disclosures of missing radioactive substances at nuclear facilities around the country, Wirth received a classified briefing on the subject from GAO officials. The briefing cited quantities of material unaccounted for at Rocky

Flats and identified security problems at the plant. "Although the information is classified and I cannot disclose specific problems," Wirth said, "I can say that breaches of security are in fact possible at Rocky Flats."

Wirth's request sought specific information on corrective steps taken by ERDA and Rockwell International, the plant managers, in the wake of GAO identification of security problems. ERDA claims that the necessary changes in security have been made; the audit will test these claims.

He also cited ERDA's statement that "all material unaccounted for at Rocky Flats since 1952 has been disposed of in the government waste burial program or is still present in the plant process piping," and asked if GAO could verify that statement.

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Board changes meeting days to Thursdays

Beginning this September, the Board of Education of the Boulder Valley School District will hold regular meetings on the fourth Thursday of each month, rather than on the fourth Monday, as it has in the past.

Special meetings, generally held on the second Monday of the month to deal with business and other urgent matters, will be held on the second Thursday.

This month's regular Board meeting, on Monday, August 23, will be the last Monday night meeting. The Board meets at 7:30 p.m. in the Board Room at the Education Center, 6500 East Arapahoe, Boulder. Interested citizens are invited to attend the meetings.



Cleo Wallace, founder of Wallace Village for Children, south of Broomfield, thanks members of Sigma Chi and friends of the school in dedication ceremonies for the new

Physical Activity Complex and Sigma Chi Gymnasium (background) at Wallace Village last week.

Wallace Village dedicates new activity complex, gymnasium

by H. Harrison Cochran
The new Physical Activity Complex and Sigma Chi Gymnasium at Wallace Village for Children was dedicated August 13.

In moving ceremonies, Wallace Village officials gave special thanks to the Sigma Chi fraternity which

donated \$16,000 towards construction of the half million dollar complex.

Cleo S. Wallace, founder of the Village, was given a standing ovation from the more than 500 friends of the Village assembled when she rose to help dedicate the building.

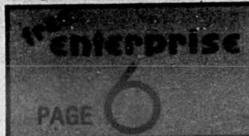
The multi-purpose

building, begun in 1967, includes a gymnasium with proturf floor which can be easily converted to a theater. Also in the complex are portable bleachers, an indoor swimming pool, recreation room with table games, and space for arts and crafts therapy.

At the ceremonies, Sigma Chi past Grand Consul Floyd R. Baker announced that the fraternity had now contributed \$170,000 of \$250,000 pledged to the village. The Sigma Chi-Wallace Village project was the first international service project ever

adopted by a men's college service fraternity.

August 18, 1976



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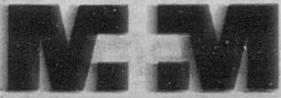
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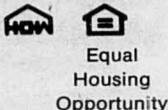
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Safeway Stores plans 50% facility expansion

Safeway Stores, Inc., will increase the size of its Broomfield food store by 50 percent in August, according to an announcement by John Shepherd, press relations manager.

Shepherd said the expansion was "to keep pace with the general growth of the area and to upgrade the present facility." The supermarket employs 50 full time and 50 part time.

Richard DeRose is manager of the store located in the Broomfield Retail Center.

Founded as a company in 1915 by M. B. Skaggs of American Falls,

Idaho, Safeway stores soon became one of the largest food store chains in the United States. The Broomfield store was opened in 1970.

Originally, the company was a "stripped down, no-frills operation" with the motto: Distribution Without Waste. Early Safeway stores featured the no-frills of self service and no credit.

Today, the supermarket contains some 15,000 different items ranging from meats and foods to motor oils and lightbulbs and one of the lowest profit margins in the business: 1 percent.

Jewelry design, repair are Tomken specialties

Tomken Jewelers, 380 Retail Center, specializes in jewelry design, repair and fabrication and photography, admits manager Gary Thompson.

The jewelry business was founded by his father, Gaylen Thompson, who runs a similar store in Arvada; the Broomfield operation was opened in 1974.

"We do watch repair also," the Broomfield store manager commented. "But much of our repair work is done on jewelry." Thompson said he got into photography in 1953, and now does that in addition to the jewelry business. He does portrait, commercial and some scenic work.

The store has three full time

employees, including Thompson, and two who work part time.

• personality •

Ramona Gossenauer, executive secretary in the Broomfield City Manager's office, has been a resident of the city 17 years. Her husband, Marty, is a collections manager for a private credit company.

They have three married children: Marty Grossenauer, Jr.; Donna Shimpky and Pam Ward. Mrs. Gossenauer has been working in City Hall the past 12 years, "about as long as we've been a city," she said.

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Jeffco Airport busy, popular with flyers

"There are a lot of reasons people prefer to use an airport such as the Jefferson County Airport," explained David Gordon, airport manager.

A young, enthusiastic aviation fan, Gordon began work in maintenance at the airport in 1973, working quickly to assistant manager and was named manager in 1974.

The Jefferson County Airport is the 52nd busiest airport in the United States and the 21st busiest general aviation airport in the country. "We have in the neighborhood of 245,000 takeoffs and landings in a year," Gordon remarked, "often with two at the same time."

Location of the Jeffco Airport has a great deal to do with the

number of takeoffs and landings each year. "There are a lot of people in this area who either own their own private or business planes," he explained, "and this airport is simply convenient to them."

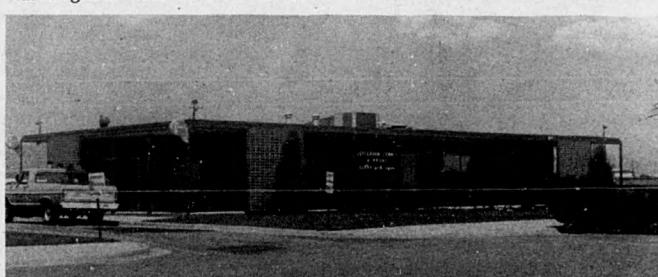
In addition, service and business of the airport are factors. "We have all kinds of ground services," he said. "We can take care of major and minor repairs, avionics (radio communications for aircraft); we have all grades of fuel available and other services such as tie-downs and T-hangers."

Jefferson County Airport is not as congested as a large commercial field such as Stapleton International Airport in Denver, and this is attractive to the small pilot, too.

About 250 work in the area of the



Pilot's eye view of the airport. The main runway has been extended to handle larger planes and the cross-wind runway and smaller parallel strip have been added since the facility first opened.



Jefferson County Airport opened for business in 1960 on 1700 acres of land purchased by the county. Headquarters for operations were then and remain today in this terminal building. About 250 work at the 21st busiest general aviation airport in the US, 90 percent directly concerned with aviation.

airport, "and I would estimate that about 90 percent of those are directly involved in aviation."

Ground for the airport was purchased in 1959 by Jefferson County, and in 1960, the airport opened with one runway, a terminal building and "a few tie downs."

Later, a cross wind runway and an additional parallel runway were added and the major runway was extended. Hangar space was added and expanded until today, there is room for some 113 aircraft of just about any size.

Six serve on the airport staff. "These people insure the safe orderly manner of operation of the airport," Gordon said. "Our

purpose," he continued, "is to operate this facility in a manner so as not to become a burden to the taxpayer. We're self-supporting, and strive to provide good aviation facilities to the users and to the community."

Grounds around the airport, some 1700 acres, are owned and controlled by the airport. These grounds are in turn leased to private corporations who provide the necessary services for aviation.

Capacity of the airport is dictated by the weight of aircraft allowed to land. The largest planes allowed to touch down at the airport now weigh in at around 55,000 pounds, according to Gordon.

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Water means prosperity

Ability to catch, control, treat, store and utilize water along the front range of the Rocky Mountains means a city like Broomfield has the opportunity to prosper.

And the supply of water to Broomfield, presently capable of supplying all residents and then some, will be increased according to proposals for 1977 to supply the needs of a population of 34,000, according to William B. Barstow, Public Works Director.

Broomfield receives its raw water from the Great Western Reservoir and has the capacity to treat some 5.5 million gallons daily. In addition, the city receives some of its water from the Denver system with a capacity of 9.7 million gallons per day.

The proposed expansion of the Broomfield facility, according to Barstow, will increase the treatment capacity of the Broomfield operation to 8 million

gallons per day.

The addition will bring the city's water resources to more than 17.2 million gallons of safe, treated water daily, sufficient to supply a population of 34,000.

Water supply and treatment are only part of the responsibility of the Public Works Department in Broomfield. This department is also concerned with wastewater treatment, functioning of traffic control signals and streets and roadways.

In all, the department had 27 employees in 1975. The department resurfaced some 30 miles of public streets last year, and will repair and resurface some 11,500 ft. of streets this year, of a total of 55 miles of streets in the city.

Last year, the city more than doubled the capacity of its wastewater treatment facility: from 1.6 million gallons daily to 3.6 million.

Foothills Steamway adds cleaning machine, van

Foothills Steamway, carpet and upholstery cleaners, have added a new cleaning machine and an additional van to keep up with the volume of work, according to Betty Kassel, owner and manager of the business.

She and Bert Kassel founded the business in Broomfield in March, 1974. They are located at 1120 Ash,

"We are now branching out into commercial jobs such as large office complexes, stores and

apartment complexes," Mrs. Kassel said. The company has four employees: two part time and two full time.

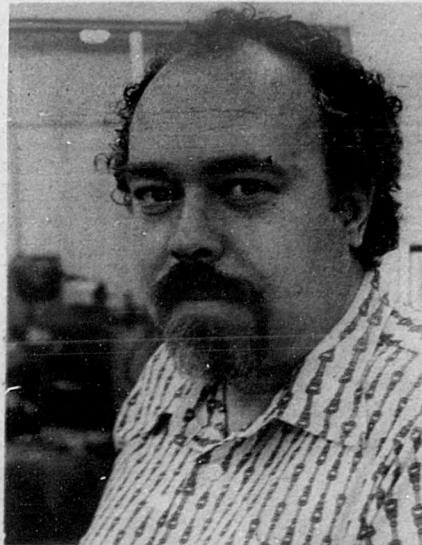
While commercial cleaning has expanded, Mrs. Kassel said, "our residential cleaning load has doubled."

"We're a family-owned and operated business," she continued, "and we see a need for expert service in the carpet and upholstery cleaning business."

Tomken

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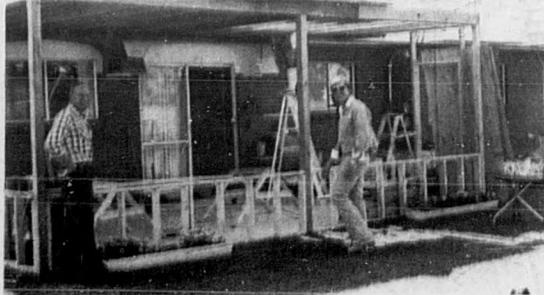
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Half of incorporated land remains to be developed

Less than half the developable land within the city of Broomfield has been developed, according to a report prepared and published last January by the city's Planning and Community Development Department.

What will be important in the development on that other half?

"Residential," remarks Tim Heins, director of the department. "And open space," he adds.

According to the report, Broomfield covers some 4448.1 acres (6.95 square miles), but only 2020.6 acres (3.16 square miles) have been developed.

Currently, vacant and agricultural lands comprise the majority of total land use in Broomfield; some 54.6 percent of the area is in those two classifications.

Here is the breakdown of a portion of the report:

USES OF TOTAL LAND AREA (4448.1 acres)

Residential, 18.7 percent, 832 acres

Commercial, 2 percent, 86.9 acres

Industrial, 3.3 percent, 145.2 acres

Public & Semi-public, 3.7 percent,

164.6 acres

Open space, 5.5 percent, 246 acres

Streets, 12.2 percent, 545.5 acres

Vacant, 20.7 percent, 920.9 acres

Agricultural, 33.9 percent, 1506.6 acres

USES OF DEVELOPED LAND AREA (2020.6 acres)

Residential, 41.2 percent, 832 acres

Commercial, 4.3 percent, 86.9 acres

Industrial, 7.2 percent, 145.2 acres

Public & Semi-public, 8.1 percent,

164.6 acres

Open Space, 12.2 percent, 246.4 acres

Streets, 27 percent, 545.5 acres.

Besides keeping an eye on land use, the department also considers population growth, growth of the city and what the city's land should be used for in the future.

The Planning Department each month makes an estimate of the city's population. As of June 1 this year, the city had an estimated population of some 18,800. By 2000 A.D., Heins said, the city could have a population of 64,000.

To facilitate handling growth and prepare the necessary support facilities to make Broomfield a whole city -- as opposed to a "Bedroom community" -- the city adopted its present comprehensive Master Plan in 1973.

That plan envisions a city covering a total of 8431.5 acres (13.17 square miles), with more than half of that area devoted to residential.

Here is a breakdown of the proposed land use in the Broomfield Planning area, taken from the present comprehensive Master Plan:

Residential, 50.6 percent, 4263.3 acres

Commercial, 2.2 percent, 188.4 acres

Industrial, 19.8 percent, 1664.3 acres

Open space, 18.8 percent, 1589.3 acres

Major streets, 8.6 percent, 726.2 acres



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Managed by woman

Local propellar shop unique to industry

by Lynn Howard

Perched on an upsweep of land just opposite the old entrance to Jeffco Airport, Aero Propeller, in many ways does not fit the general description of a greasy shop involved in hammering out bent props. As a matter of fact, this certified propeller repair station may well be the prototype of a field traditionally crowded with unlovely, back-of-the-hangar operations.

For starters, Aero Propeller is owned and managed by a woman. Further, that woman, Sue Houston, believes in a clean shop, which, in the propeller business, is an innovation in itself. Six full time male employees, headed by shop superintendent 29-year-old Bob Rock, take their boss's "Mrs. Clean" attitude in stride.

"Oh, I was kidded a little in the beginning," Sue grins, "but that didn't last too long -- not when it resulted in an increase in customers and sales in general."

Aero Propeller was purchased (with a lot of help from the First National Bank of Golden) two years ago by Houston who had worked for the company when it was a division of Aero Associates.

"After all the papers were signed, we started with the bathroom," Sue says. "We think it's probably the most beautiful family bathroom in America. It has framed pictures, lovely paint job, great plumbing, tasteful graffiti and imaginative photos. We're all proud of it."

This opinion is also shared by pert, blond Glenda Wise, Sue's secretary and the only other woman on the premises. Glenda is a personable champion of her boss and the business.

"After the bathroom, we really started cleaning up," Sue says. "We swept out all the junk, painted floors, ordered machinery, then went to work to divide the 3,000 square feet into neat, production areas.

"We're self contained here. We don't need to farm out any work. We have the office area, a chemical room, a grinding room, an assembly area, a shipping and receiving area, a parts area (reconditioned and new), a storage area, glass bead, shot peen and governor workspace, a cleaning area, a disassembly room and a balance room (an unbalanced prop can tear an engine loose from its mounts)."

As a distributor for Hartzell and Sensenich propeller, two of the nation's leading prop manufacturers, and a repair station for McCauley, another by-word in aviation, Sue Houston's shop had the potential to grow on those two names alone. But the new owner was reaching for more than just an everyday distributorship. She wanted to excell in other areas, and she pointed herself and her employees in that direction.

First, she encouraged pride in their work and the work areas, ably assisted by an enthusiastic Bob Rock. Next, she installed an out-of-state sales line. Following that, she went to work on a marketing campaign that included not only

visual advertising, but also seminars, business junkets and lectures. And, in between, Aero Propeller continued to function as a repair station and distributor.

"A propeller is a complicated piece of equipment," Sue says. "Customers, many of who are pilots and mechanics, are often astounded to find out just what goes into rebuilding or repairing a metal prop (no wooden propellers are processed by the company.)

A propeller is a twisted airfoil that converts the rotating power of the engine into thrust which propels the aircraft through the air (the wings supply lift). A specific prop is designed to be compatible with a specific engine in order to achieve efficiency.

Propellers come in a variety of types: fixed pitch, ground adjustable, two position, controllable pitch, automatic pitch, constant speed, full feathering and reversing. And each one is a mind boggling assortment of parts (more than 200), all working together to help achieve flight. Add to this the fact that propellers come in several configurations, from a single blade (costing about \$800) to five blades, (more than \$5,000), and the complexity of the mechanism becomes apparent.

How does a person prepare for the responsibilities, pitfalls and pressure inherent in such a sophisticated field?

Aviation fascinated Sue Houston at an early age. It was natural that she would enter the field at some point in her life, and she did, by becoming one of the first employees at Jeffco Airport. While she attended CU in Boulder she worked as a Unicom operator at the airport.

"We had only one building then and one runway. I gave wind direction and local traffic conditions to inbound aircraft."

Later Sue lived in various places in the US, including both coasts, most of the time working at general aviation jobs. Returning to Colorado, she developed an interest in the propeller business while working at a local shop. Restless, and having gained a substantial business background, she arrived at Aero propeller where she worked for two years before deciding to purchase the company.

Aero Propeller has just undergone a beautification program that includes interior decoration and new paint. Having "put her house in order" Sue plans an extended business trip to Alaska this month where "they're really desperate for good service."

And, that seems to be the secret at Aero Propeller -- good service. According to Sue, the company will expand with that in mind.

"No matter how big we become, we'll strive to maintain the highest standards in the business. We've come a long way in two years because we do shoot for excellence," Sue points out.

"And we have the prettiest john in the West," Glenda adds, straight-faced.

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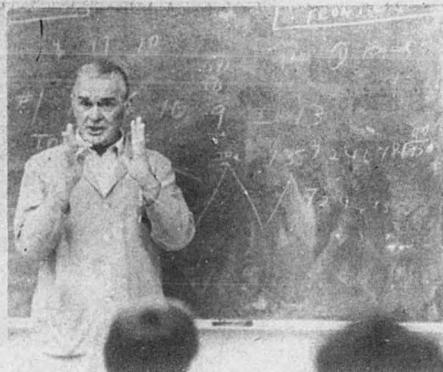
MON.	9:00 PM NEWCOMERS, Womens HDCP, Susan Koslowski, sec. - 466-5018 12:30 PM MONDAY AFTERNOON TRIO, Women's Scratch Trio, need tow teams, Margaret Lloyd, sec. - 451-8992 6:30 PM STRIKETTES, 4-Member Womens HDCP, filled, Iola Mitchell sec. - 466-8519 6:00 PM STORAGE TECH MIXED, 4-Member Mixed HDCP, filled and closed 9:00 PM TEN PIN PEOPLE, 4-Member Mixed HDCP, Pam Barber, sec. - call lanes 8:30 PM ROLLING GEMS, 4-Member Mixed HDCP, need one team, Carol Burkey, sec. - 452-8878
TUES.	9:00 AM PETTICOAT, 4-Member Womens HDCP, Uella Mae Blazzard, sec. - 466-0635 9:00 AM MORNING GLORY, 4-Member Womens HDCP, Nancy Wood, sec. - 1-828-3351 6:30 PM ROCKWELL MIXED, 4-Member Mixed HDCP, filled and closed 6:30 PM EMPIRE HDCP, 5-Member Mens HDCP, need one team, Jerry Meyer, sec. - 452-3890 9:00 PM BROOMFIELD CLASSIC, 5-Member 985 Scratch, filled, Ben Tyson, sec. - 466-6663 9:00 PM T.V. DINNERS, 4-Member Ladies, need 3 teams, call lanes
WED.	9:00 AM THE BROOMKEGLERS, 4-Member Womens HDCP, Jan Masteeler, sec. - 469-0426 5:00 PM WESTERN ELECTRIC, 5-Member HDCP, closed 8:30 PM TRI-CITY INDUSTRIAL HDCP, 5-Member Mens HDCP, need 2 teams, Rick Martin, sec. - 469-1694 8:30 PM THE LOGGERS, 4-Member Mixed HDCP, filled, Cindy Lawson, sec. - 535-4592
THURS.	9:00 PM THE GUTTERDUSTERS, 4-Member Womens HDCP, filled, Pat Dover, sec. - 466-8450 1:30 PM NO NAME LEAGUE, 4-Member Womens HDCP, need 3 teams, Barb Grilli, sec. - 666-6431 1:30 PM SENIOR CITIZENS, 4-Member Mixed, Dawn Dunham, sec. - 565-5588 6:30 PM EASY ROLLERS, 4-Member Mixed HDCP, filled, Shirley McConnell, sec. - 287-5291 6:00 PM STORAGE TECH MEN, 5-Member Mens HDCP, closed and filled, Ron Axala, sec. - 466-3788 9:00 PM 900 SCRATCH MIXED, 5-Member Mixed Scratch 900, filled, call lanes 9:00 PM 4 CORNERS MIXED, 4-Member Mixed, Welcome Lafayette, Millie Slavec, sec. - 666-6787
FRI.	5:45 PM BALL & CHAIN, 4-Member Mixed HDCP, Bell Labs, call lanes 6:30 PM EARLY TRI. MIXED, 4-Member Mixed HDCP, filled, Maria Blouch, sec. - 469-0647 8:30 PM BROOMSTICKS, 4-Member Mixed HDCP, filled, Sharon Johnson, sec. - 469-0760 9:00 PM FRIDAY MIXED MAJORS, 4-Member Mixed HDCP, filled, Anna Lee Hartman, sec. - 466-8882
SAT.	9:00 AM WILD KATZ, 4-Member Mixed HDCP, Barb Shamp, sec. - 428-3366
SUN.	9:00 AM SUNDAY MORNING DOUBLES, 2-Member 385 Scratch, call the lanes 6:00 PM THE VIKINGS, 4-Member Mixed HDCP, filled, Anita Reeves, 665-5211 6:00 PM SUNDAY SWINGERS, 4-Member Mixed HDCP, filled, Linda Lovato, sec. - 666-5849 8:30 PM GUYS & GALS, 4-Member Mixed HDCP, filled, Greg Piconit, sec. - 469-2815 8:30 PM NORTH VALLEY MIXED, 4-Member Mixed HDCP, need one team, Herb Federesce, sec. - 751-4123

ALL LEAGUES START LABOR DAY WEEK
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Robert C. Prater, propeller instructor, is one of 12 different instructors at Colorado Aero Tech specializing in different areas.

Colorado Aero Tech has expanded its facilities over the past decade to give students private work stations for skills like welding. The school enrollment is around 300.

300 Aero Tech students

Learning the skills of aviation industry

"Now, more than ever," assures Colorado Aero Tech president Richard J. Blair, "men and women must equip themselves with the skills and knowledge to meet the needs of fast paced industries offering the most desirable career opportunities."

Aviation, Blair is convinced, is one of these industries. Founded

in 1965 and greatly expanded over the past decade, Colorado Aero Tech generally has some 300 students learning all there is to know about aviation maintenance technology.

Usually, the students are at work in the spacious, clean 32,000 square foot facility at 7:30 a.m. and the course of study takes some 15

months to complete.

"Rapid growth prompted our move to this completely new facility in 1967," says Donald W. Kersting, director of admissions. "We had this building specially designed and constructed to meet our special needs."

The building contains classrooms, offices, large specialized areas for complete aircraft overhaul and engine test cells. The shop area has been increased to twice its original size to provide individual work stations in welding, sheet metal, engine and accessory overhaul.

Inside these special areas, the students are busy, taking engines apart, diagnosing problems, putting things back together and, finally, hauling components to the test cell to see if they've done the work right.

"The program at Colorado Aero Tech is divided into 12 units of instruction, each five weeks in length," Kersting explained. "There are two general units and five each in airframe and powerplant areas."

"Our program," Kersting continued, "takes a student completely through his aviation mechanics basics to preparation for his FAA airframe and powerplant license."

An interest in aviation and mechanics "can be combined into a rewarding, respected and productive career," said Kersting, "in general, corporate or airline occupations upon graduation."

The special school attracts top

students and some father-son teams. Currently enrolled are three such area teams: Glen and Allyn Tonkin; John C. Poston and his son Jeffrey, and Raymond L. D Krastovich and son Steven.

Women are now entering the field, Kersting said, and one of the female graduates has been billed by her company as "one of the best experimental aircraft technicians we've ever seen."

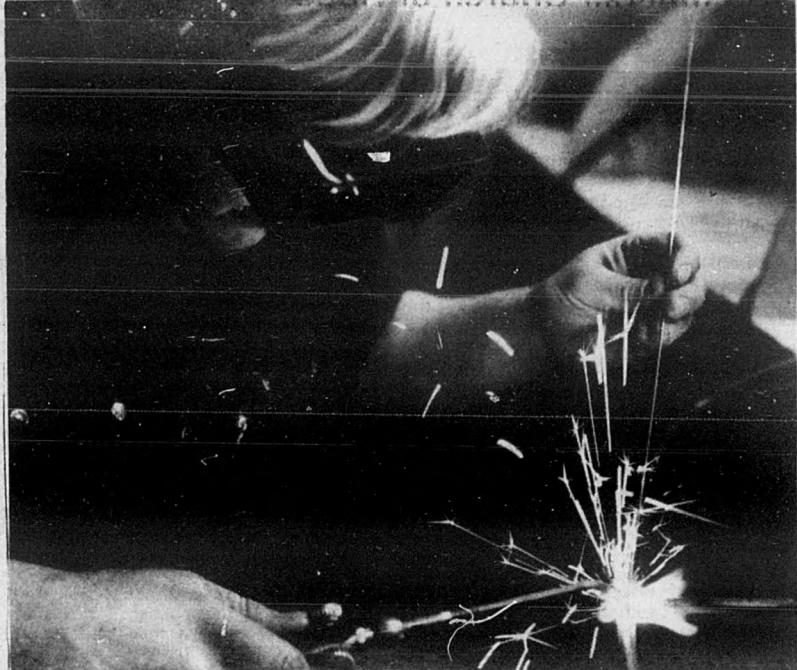
Besides students from all 50 states, Colorado Aero Tech trains a number of foreign students. "Our foreign students come from Saudi Arabia, Nigeria, Libya, Korea, Lebanon and Pakistan," Kersting noted.

The school consistently rates well above the national average of other aviation mechanic's schools of the FAA reports for students being able to pass the written exam on their first attempt, Kersting said.

"The growth in general aviation has been fantastic in the past few years," he concluded. "Possibly the 55 mph auto speed limit has helped to contribute to this growth. Aviation is viewed by industry sources and federal government projections as one of the growth areas in this country and the work during the coming years."

Energy-wise as the private automobile falls more into disfavor, the world of aviation will expand with record aircraft production."

And working on those aircraft will be graduates of Colorado Aero Tech.



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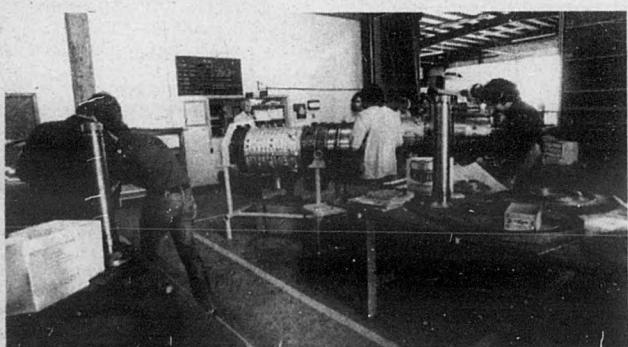
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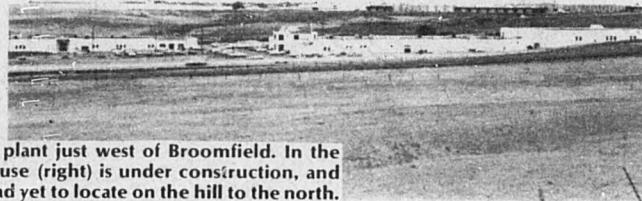


Hands-on experience is one of the hallmarks of technicians graduating from Colorado Aero Tech. The school devotes much of its area to this experience. After reassembly, the engines are taken to a special test cell to find out if the work done was proper.

Lange USA enjoys international reputation



Lange USA manufactures in this plant just west of Broomfield. In the older picture at left, the warehouse (right) is under construction, and other industries and businesses had yet to locate on the hill to the north.



The company calls itself Lange USA. It could well call itself Lange International. Because that's the scope of the operations, sales and reputation of the Broomfield-based manufacturer of skis and ski boots.

Operating out of a 101,000 square foot facility, Lange USA, as the only US manufacturer of boots, skis and bindings last year showed a gross sales figure in excess of \$22 million. The facility itself is an indication of the growth of the company since moving to Broomfield in 1968. Manufacture began in 40,000 square feet.

The company now employs some 300 in its manufacturing, warehousing, general office and sales departments and will introduce five new ski models this year alone.

The company that was to become Lange USA incorporated as the Hawkeye Plastics Corp. in Dubuque, Iowa, in 1954. It was the child of Robert B. Lange whose hobby turned into a profession and one of the most highly-regarded lines of winter sports equipment in the world.

The story begins in mid-August when a friend of the founder asked him to make a disc-shaped part for a toy marble game. Lange suggested plastic as the material and offered to design a mold for the part.

Lange's business at that time was insurance, but college studies at Harvard in chemistry and science stimulated an interest in plastics. They became his hobby.

Within six months, the plastics hobby filled basement and garage, and Lange moved to larger quarters and was soon employing 60, making and selling toys, parts for TV cabinets, refrigerators and freezers, plastic dishes and a variety of other products.

In 1955, the name was changed to Lange Plastics Co.

Lange started development of a synthetic ski boot in 1956 because of a pair of boots he owned. "I owned a pair of \$75 Molitor Boots that had completely stretched out of shape in less than one season," he recalled.

He decided to rebuild the boots, using fiberglass and epoxy resin. "In addition," he said, "I opened the lining of the inner boot and poured it full of a flexible molding compound, oaced the boot and molded the padding directly to my foot."

"I soon realized I had created a boot with better skiing qualities than the original."

Lange said his first thought at this point was to package and sell a kit of fiberglass, epoxy and molding compound for other skiers. "After some thought," he remembered, "I realized there was a genuine need for a completely synthetic ski boot."

It took until 1959 to work out the

combination of materials and the method for manufacturing that first pair of boots. "However, after about 30 days of hard climbing and skiing," he continued, "they stretched out of shape."

In addition, he said, material was too stiff to permit the correct amount of forward lean necessary for skiing. Further testing and trial were necessary, he found, before "I slowly developed the hinging system that provides a forward lean without loss of lateral support."

Today, the Broomfield operation manufactures boots for the US, Canada and Japan; they manufacture boot shells for completion in a plant in Mallaro, Italy for boots marketed in Europe.

"We're a very popular boot worldwide," comments Jim Graham, vice president of manufacturing. "And about half of our exports go to Japan. In fact, we're so popular there that the Japanese are willing to pay a price about 1½ times that in the US."

The company is international in supply for some raw materials, too. "We manufacture everything from raw materials," comments Greg Stone, responsible for purchasing, service and traffic for the company.

Some cloth for the operation comes from Japan; the spruce that forms the basis of Lange Skis comes from Oregon. Europe supplies some of the special metals used in the skis, as well as plastics at times.

Developing the hinge design, Lange still had to surmount the materials problem. After two years of testing, he developed a pressed stock laminated in a unique fashion to give the flexibility necessary and still not break down or stretch out of shape under severe stresses involved in skiing.

"And once I had the proper material," he said, "I discovered it was impossible to mold it by conventional methods. I originally solved this problem by pressing the parts in matched metal dies, but needed about as many parts as in a leather boot."

Although he could create a fairly usable boot for himself, the concept was impossible for production. After additional experimentation, he developed a process to mold the lower outer in two pieces in a press.

"At that time, the left and right half of each boot were pressed separately and my reject factor was running about 50 percent," he recalled.

"In January, 1961, I made several pairs of boots for professional skiers and started to work out details." By the spring of 1962, some 25 additional pairs had been used by ski instructors "and the response was so great we decided to start tooling for 56 combinations of sizes for small pilot production in the fall of 1963."

By then, Lange had discovered a

method for molding the lower outer in one piece. During 1963 and 1964, Lange went into full scale testing and produced about 300 pairs of boots.

By 1966, Lange boots were beginning to make inroads in the skiing world, and five teams racing in the 1966 F.I.S. World Championships in Protetto, Chile were wearing Lange.

In 1968, Lange moved to Broomfield, after outgrowing facilities in Dubuque. The move to Colorado gave Lange an opportunity to be closer to skiing and testing and to obtain a more central location for national distribution.

Lange boots first appeared in the Winter Olympics in 1968, when they were on the feet of more than 30 percent of the participants. Lange boot wearers garnered a total of five gold, silver and bronze medals, including a World Combined Championships.

By 1971, the Lange Ski Boot had become a rage with world skiers,

and in 1972, Lange became part of the Garcia Corp. The sports equipment company produced a \$100 million sales figure in 1975.

"We're proud to be a Colorado company," comments vice president Jim Graham, "and proud to be a part of Ski Country, USA."

Recently, Lange began handling Burt Bindings, a totally new concept in bindings "that may well revolutionize the bindings industry," remarked George Page, director of advertising sales promotion and public relations. "Frankly, we see this as having as much impact on the industry as the synthetic Lange ski boot did."

Serving as president of Lange USA today is Harry C. Miller. Henderson Colley, formerly of Boulder, is eastern sales manager. Sales manager in the west is Bill Kosick of Broomfield.

For the 1976-77 year, Lange introduced five new ski models under production manager Ken Phelps: the Softstyle, Competition, Freestyle, Prostyle and Shortstyle.

Graham faces busy day

"Jim, we've been having a little trouble with some of that metal," commented the fellow who stuck his head in the office.

"Okay, Steve," Jim Graham said, and the two went into an impromptu huddle. Graham, vice president of manufacturing of Lange USA at the Broomfield operation, was busy on this Monday morning.

Work at the Lange manufacturing plant, world-famous ski boot manufacturer, begins at 7 a.m. daily; everyone, except sales and marketing personnel, works a four-day week with Fridays off. Graham had been there since before the first workers arrived.

Working animatedly behind a "campaign" style desk, Graham was into one of the many impromptu meetings he has daily to iron out problems.

"Much of the time I work with the marketing department in terms of production," he said, after the interview with Steve was completed. "We need to know what the marketing demands will be for our products."

The company has, in addition to

the ski boots that made them world-known, a line of skis, and is now distributing the Burt Retractable Binding, a new idea in ski bindings, along with Uvex goggles and sport glasses.

A Harvard graduate and industrial engineer, Graham joined Lange five years ago after working for a plywood products company in the west coast. He left the former company specifically to join Lange USA and Robert B. Lange, also a Harvard grad.

Why did Lange become so popular so quickly?

"First, we had a good product," Graham said, indicating the Lange ski boot. "The old leather boots would fall apart in less than a season. We found a better way."

The second reason was that pro skiers tried them and liked them. "And there are always some who want to use the same equipment the pro's do."

Today, "Lange is a well-known name in boots and skis and we're proud of our reputation around the world," he concluded, as he reached for yet another telephone call.....

84 Lumber fast growing

"We are the fastest growing lumber company in the United States," boasts Phil Rogers, operations manager of 84 Lumber Co., 11331 Dillon Rd.

Celebrating its 20th anniversary this year, the company has 130 stores in operation in the U.S. with another 25 planned for opening this year.

"Our Broomfield lumber yard was No. 84," he said. The local outlet is managed by Ray Barley.

The company originated in Eighty-Four, Pa.

Rogers said the company operates on low overhead, volume lumber sales and personalized service. "Our pricing policy," he continued, "is based on that low overhead with few men on the payroll. That way, we can pass savings on to customers."

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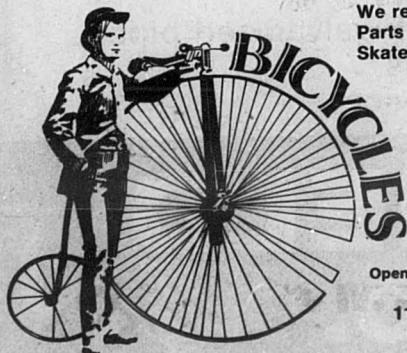


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The Broomfield General Aviation District Office is the center of FAA operations in Colorado.

City heart of aviation

by Harrison Cochran

Broomfield is the heart of aviation in Colorado as far as the U.S. Government is concerned. The Broomfield General Aviation District Office (GADO) of the Federal Aviation Administration (FAA) has jurisdiction over general aviation in the entire state.

The FAA moved its operations to the Jefferson County Airport in Broomfield from Stapleton in 1961. They now have 23 employees in Broomfield.

The FAA's mission is to promote air commerce, support national security, utilize navigable airspace and promote aviation safety.

Activities at the Broomfield GADO include: certification of private, commercial, airline transport pilots and flight instructors; certification of mechanics and authorized inspectors; certification of civil and homebuilt aircraft as well as certification of experimental

aircraft. GADO personnel are also involved in certification of radio and avionic repair stations and maintenance repair facilities.

The Broomfield FAA office conducts an average of 350 written examinations at the airport per month plus another 40 or so throughout the state. Additional activities involving sailplanes, parachutes, balloons, agricultural aircraft, helicopters and rotorcraft keep the staff busy.

In 1975 the Broomfield GADO was named the Outstanding General Aviation District Office in the six-state Rocky Mountain Region. This was for a 14 percent reduction in accidents in the state and a 30 percent reduction in fatal accidents.

With 14,000 registered pilots in Colorado and more than 3,500 aircraft the Broomfield FAA office has a big job.

Keeping retired informed

Broomfield's senior citizens' organizations aim to keep the community's retired persons informed and functional as well as entertained.

The American Association of Retired Persons regularly schedules speakers to provide members with accurate information on topics such as health care, fire safety and legislation that affects senior citizens. The group is planning a bicycle safety program for fall, to be held at West Lake School in cooperation with the Broomfield Police Department.

Each Monday afternoon, AARP members gather at the city council chambers to socialize and share

Friends are co-managers

Co-managers of the Broomfield Manor Betty Binther and Jo Waldman have been friends for years; Jo handles bookkeeping at the motel, restaurant, lounge complex and Betty serves as manager.

Betty began as Sunday day clerk in the motel six years ago and became co-manager with Jo four years ago. Betty's two children started and finished school in Broomfield.

The complex has a compliment of 53 to keep things going and has had the same crew the past three years. The restaurant has facilities for banquets, club functions and wedding rehearsals and can accommodate a party of 50.

Breakfast, lunch, dinner and cocktails are served daily.

The motel, with 30 units, has been recently redecorated and all rooms have television and telephones.

interests and hobbies. A brown bag lunch is held on the second Monday of each month at noon in the recreation center.

This summer, the group participated in the Bicentennial Celebration by sponsoring a program and picnic in the park June 12, with Pete Smythe serving as master of ceremonies and featuring performances by the Broomfield Chorale and the Senior Rhythm Band.

Organized 3½ years ago, the American Association of Retired Persons in Broomfield now has 90 members. Mrs. Cout Krumvieda, president, stressed the fact that everyone, regardless of age, is welcome to participate in the group's activities, and that members are "looking forward to having new friends join them."

The Golden Agers have set an example for other organizations in Broomfield by donating a tree to the city's park to show their Bicentennial spirit. Members also took part in Broomfield's 4th of July parade in a specially decorated auto.

Miss Wilhelmina Hedda, president of the group, stated that members meet at noon every fourth Friday at the Lutheran Church of Hope for a pot luck lunch. Programs of interest focus on housing for senior citizens, city planning and travel. To encourage health care awareness, three volunteer nurses are present for those members who would like blood pressure checked.

For some special fun, members were asked to bring their baby pictures to the July meeting. The Golden Agers list 30 members in their organization.

From ground up

HPC trains pilots

Recently someone called Hoffman Pilot Center, Inc. and wanted to know if the flight school offered training for a seaplane rating. The reply was negative, but after owner-manager Harry G. LaForge, Jr. got to thinking about it, the idea didn't sound half bad. It was, after all, about the only thing HPC did not offer.

Hoffman Pilot Center, located in building No. 4 on Jeffco Airport is presently engaged in training pilots from the ground up. That is, for every certificate and rating from Private Pilot to Airline Transportation Pilot, in both fixed wing and rotorcraft. It is the only flight school in the Denver area offering helicopter instruction and the only such school in the Rocky Mountain region offering instrument instruction in helicopters.

Operating under F.A.R. (Federal Air Regulations) Part 141, the school is approved for training veterans and non-immigrant aliens. Presently, there are more than 150 active students taught by nine full-time flight instructors. Eighteen aircraft, including twin and single-engine models, form the backbone of the training fleet.

With a compliment of 13 full-time and two part-time employees, Hoffman Pilot Center is open seven days a week, except on specific holidays. Aircraft rental of qualified pilots, other than students, also goes on seven days a week.

"We're gradually expanding our

Manufacturing point for PBX systems

Western Electric does part in communications

The Dimension® PBX machines stood at attention, awaiting final inspection. Name tags stirred in the slight air movement, identifying the corporations ordering the special communications equipment. The polished floor reflected the refrigerator-size units in reverse.

Soon, they would be pressed into service in various places: Olympia Brewery in Washington, Lexington County Hospital in the East. The units are part of the product manufactured by the technicians at Western Electric's mammoth plant at I-25 and 120th.

Barely-audible machinery hummed in the well-lighted manufacturing area, an area large enough to accommodate 18 football fields and still have room left over for cheerleaders, according to Larry Marley of the company's Public Relations and Employee Services Dept.

"This plant is not the largest of Western's locations," Marley said. "It is, by comparison, a medium size plant, designed to afford an efficiency operation in response to the needs of the Bell System."

The local Western Electric operation assembles, wires and tests the switching apparatus that will be used by corporations, hospitals, hotels, motels and others in their Private Branch Exchange (PBX) communications.

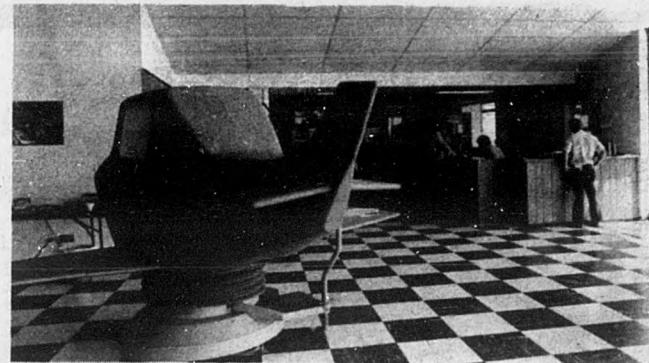
PBX switching systems are installed on the customer's premises and serve to link telephone calls internally and

externally to the Bell System network. There are two types of PBX switching systems manufactured at the Western Electric plant near Broomfield: traditional "electro-mechanical" and electronic, including a new solid state model to serve customers with fewer than 40 lines or as many as 2,000.

The manufacturing plant is one of three Western Electric operations in the metro Denver area. Others are the Service Division headquarters at 111 S. Havana and the Denver Service Center on East 40th Avenue. Last year, the three facilities purchased some \$28 million in goods and services from 920 suppliers in about 50 Colorado communities. The payroll for the company's 4,300 employees was around \$58.2 million, in Colorado.

A part of the Bell System since 1881, Western Electric serves as the manufacturing and supply unit of the Bell System. The manufacture of telephone and other communications equipment sold to the Bell Telephone Operating Companies throughout the United States is carried on at Western Electric's 21 manufacturing locations in 18 states.

The Bell System's telephone network consists of some 117 million telephones with more than 7 million billion possible interconnections. "Each component must function properly at all times," Marley remarked, "to accommodate the 500 million calls



Hoffman Pilot Center's flight program includes training from Private Pilot to Airline Transport Pilot, in both fixed wing and rotorcraft. Classrooms lie beyond the main desk. A large ramp behind the photographer holds training aircraft and allows quick passenger pick-up by company twins. A Link simulator, to the left, helps students perfect instrument flight techniques.

pilot (now on a flying job in Arabia) said that "aviating" a fixed wing craft is like "riding the back of a bus." On the other hand, a fixed wing student, given a brief description of helicopter technique, shook his head, said the thing worked backwards and wasn't meant to fly anyway.

So far, no one has won, and the friendly argument goes on.

It has been said that constructive rivalry is the basis for progress. If so, Hoffman Pilot Center should logically continue to grow. Certainly, it has had healthy growth since incorporation in March of 1971. In May, 1972, a young and enthusiastic Harry LaForge worked there as an instructor. He purchased controlling interest in August, 1975, with a work force of four instructors and 10 aircraft on the line. Later, the company moved July 30, 1976, from building No. 2 to

the larger facilities it now occupies.

Perhaps the basis for Hoffman Pilots' success lies in a friendly, relaxed atmosphere. But, there is another essential immediately apparent to the would-be-flyer, the established pilot, a company man wanting to photo hop, a TV or radio rep needing skywatch duty, an executive requiring fast service, a father scheduling a birthday gift for a quick emergency hop.

Hoffman Pilot Center is professional. That's the name of the game in aviation. It is typified by a small wooden plaque just inside the HPC front door. Reads the sign (handcarved by artist Sandy LaForge):

Aviation in itself is not inherently dangerous, but the sky, to an even greater degree than the sea, is terribly unforgiving of any carelessness or neglect.

the system handles daily."

To maintain this level of quality, the assembly and wiring operations are inspected and tested many times throughout the local operation. Upon completion of the PBX, which has now been customized with features requested by the customer, the entire unit is again tested.

After passing muster here, the PBX is then shipped to the Telephone Company for installation of the customer's premises.

Western Electric announced plans to locate in Colorado in April, 1969 and followed that up with a move into leased quarters in May of that year. Expanding operations immediately, the company moved into additional leased facilities in 1970. Meanwhile, construction was going ahead on the present manufacturing building, and workers began a gradual move into the new quarters as they were finished, completing the move in late 1972.

In conjunction with the Western Electric manufacturing operation, Bell Laboratories, the research and development arm of the Bell System, occupies quarters in the building, along with representatives of AT&T.

"I really don't know too much about what the guys in the laboratory are up to," confessed Marley. "Technically, it's pretty complicated."

Owne jointly by AT&T and

Western Electric, Bell Labs serves in the forefront of the company's effort to apply advanced technology to improve quality and lower the cost of telecommunications service.

"Bell Labs does more than simply discover new techniques and products," Marley continued. "They (Bell Laboratories) must insure compatibility of each new development with each of the millions of other components making up the network."

Walking down the hallway, he noted a laboratory full of switching equipment. "In there," he explained, "is a model of one of the PBX's we manufacture." The equipment is used by technicians and engineers to simulate and help work out any problems in the equipment already in service and to test new developments.

Of the 300 working in this Bell Laboratories operation, 12 are doctorate level.

"When Western Electric moves into a community," Marley continued, "we always strive to become a part of that community. We encourage our people to become involved in activities and functions within that community."

There are some 2200 working at the Western Electric plant. Many of them live in and serve Broomfield. Walt Spader, a supervisor with Bell Laboratories, serves as Broomfield Mayor; Dave Jackson, senior engineer in production control, has been re-elected to his second council term.

First half

Industrial Park filling

The first half of what is to be Broomfield Industrial Park is beginning to fill. The 65 acre complex, served by rail lines and with access to the Interstate Highway system is being developed by Jim Van Burkirk, Van Buskirk Realty, 1380 Midway, and Bob Levy, B&B Homebuilders, Inc.

"This city needs an industrial development of this nature," Van Burkirk explained. "It is an important tax base for the city, helping to take some of the tax burden off residents."

The first filing of the industrial park is along the northern portion of the 65 acres located about three blocks south of 120th and Pierce. Sites range from one to ten acres.

Van Buskirk said Chemetron Corp., who recently announced plans to move to Broomfield, has purchased 10 acres in the park and will erect a building estimated to cost around \$11 million.

"We have included some small sites," Van Buskirk continued, "to encourage smaller operations to locate in an industrial park." He said it would allow companies to build small office-warehouse operations "without having to rent a corner of a huge warehouse."

He said the concept would be ideal for electricians, plumbers and others who could utilize warehouse space and office space on a small scale.

Van Buskirk Realty, in Broomfield 11 years, deals in residential, commercial, industrial and farm and ranch real estate. Including Van Buskirk, there are 10

working in the local operation full time and four part time.

"Residential properties in Broomfield have moved real well in the last four months," he said. He indicated the popularity of the city as a place to live was result of a number of factors, but chief among them is the child attitude.

"This city is well-located, it's true," he commented. "But it has always been a child-oriented community. It's a town that puts emphasis on youngsters."

Backing up his statement, he pointed out the absence of two-bedroom housing. "You could probably count homes with two bedrooms on your fingers," he said. Most of the homes in the city are three bedroom, a size designed for those with children.

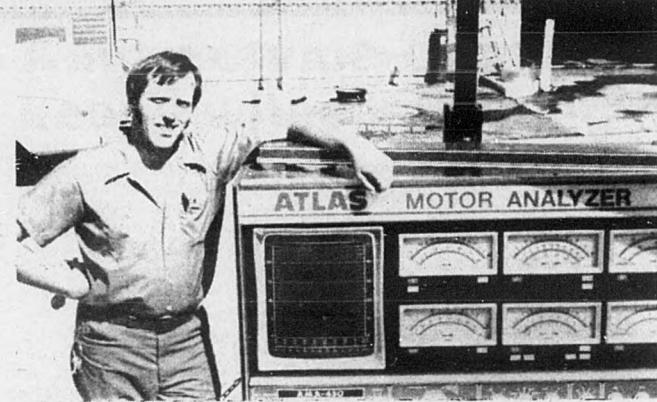
High production plant

T.H. Tool makes own products

In the past year, T.H. Tool and Machine Inc., has changed from a small tool and die operation to a high production plant with proprietary products manufacturing, according to company president Jim Tolly.

Tolly said his company began in January, 1971 as a two-man operation in conjunction with Gary Howard. The company presently is a sub-contract manufacturer for other firms in addition to producing its own products for industrial engines used in irrigation.

Most of the company's irrigation



Steve Carmack, operator of the Broomfield Standard Station, poses beside his newest addition: the Atlas Motor Analyzer just prior to its installation. Carmack, with Standard Oil for 10 years, took over the local station June 17. He said he wasn't sure exactly how many functions the new piece of equipment could check, but noted that a previous model would do around 60. The station employs six full time.

H.G.I. offers development expertise

With good results so far in development of the industrial park at Jefferson County Airport, H.G.I. Ltd. is planning to offer its expertise in airport industry development to other firms.

The company, founded in 1973 by H.G. Isbill, to provide consulting services to airport industrial parks, is managed by J.J. Keller. At present, the company owns and manages the Jeffco Airport Executive Building and has plans to further develop the surrounding area.

When completed, the development could conceivably contain space for offices, warehousing, research and some manufacturing, according to plans already prepared.

Presently in the building are 23 firms including secretarial services, airport and transportation-related firms and chemical and petroleum company offices.

Lomax takes on all sizes

From repairing a farmer's tractor to building a research building for the University of Colorado, no job is too big or too small for Lomax Steel.

The steel fabricating company started by Loren Livermore and his father, Marshall Livermore, now retired, has been doing all types of jobs from Broomfield offices since 1965.

Both father and son have been in the steel business all their lives and both have been employed by U.S. Steel. Loren's wife, Barbara, is also an integral part of the company service as secretary-treasurer.

Mar-Lu's open evening hours

Mar-Lu's Coiffeurs, 80 Garden Center, hopes to open about two nights each week for men only, according to owner Mary Rodarte.

She said she hopes to have six stylists and a manicurist to care for the male hair traffic.

A veteran of 11 years in hairstyling, she began Mar-Lu's in September, 1973. Presently, there are three hairstylists working in the shop.

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JEFFCO members in Broomfield:

Media Brokers filled a need

Mountain States Media Brokers came into being because there was a definite need for someone to do the specialized task of brokering radio stations.

The company, now headquartered at No. 80 Garden Center, began in 1964 by H.S. Broughall, according to Mrs. H.S. Broughall, company vice president.

"We have another company," she explained, "which sells radio station equipment. In visiting radio stations in the Rocky Mountain area, many of the station owners or managers inquired as to the availability of another station."

She said that in trying to find someone who did radio station brokerage business, they were unsuccessful. "There was simply no broker in this area," she said.

Wheatley Marine expands facility

Wheatley's Marine, 9959 Wadsworth in Broomfield, will be expanding its present facilities to take care of complete boat repair, painting and fiberglass work in a special building.

Bob Wheatley, vice president of the marine sales and service company, is a veteran of some 30 years in the boating business. He opened at the present location last year.

Sheridan Green

Melody Homes in best year

Melody Homes, developer of Sheridan Green near Broomfield, has reported its best year to date, with some 430 homes purchased throughout the Metro Area.

A division of Singer Housing Co., Melody homes is a specialist in single family residential construction, building homes since 1960.

Sheridan Green, 112th Ave. and Sheridan Blvd., has 1000 units still available. Another Melody Homes project, Ralston Valley in Arvada, is

being constructed in two phases. Seventy-nine of the 159 units in the first phase have been purchased; 456 units will be available in the second phase.

Melody Homes was founded by William H. Francis Jr., merging with Singer Housing in 1972. The company employs 100 full time and five part time.

Single family residences in the Sheridan Green development range in price from \$28,750 to \$45,900.

Meat Cleaver strives for quality, freshness

About half the meat purchases made at the Meat Cleaver, 1060 E. 10th Ave., are regular over-the-counter sales; the other half of the meat cut in the Broomfield shop goes into home freezers, according to shop owner Rob Hatch.

"I continually strive to keep available the finest quality meats in

the area," Hatch said. He said it takes about 1½ hours to butcher an average 140-pound quarter of beef in his shop.

In the summer months, "marinated spare ribs and teriyaki steaks seem to be rather popular around here," he commented.

Hatch opened the business in October, 1974.

Shop to restore photos

Broomfield Photography Studio, 26 Garden Office Center, has added the Carlson Craft line of wedding invitations and social stationery, according to Douglas S. James, owner.

The firm does both commercial

and portrait photography, and will be adding black and white copy service and old photo restoration soon, James said.

James purchased the business in 1974 after 10 years as a photographer in Atlanta, Ga.

Personal Approach

Time Saver takes interest in knowing client business

Those calling any one of some 40 businesses or manufacturers in the Broomfield area and getting a knowledgeable answer to questions may not be talking to someone at that company at all. They might have reached Time-Saver Secretarial Service instead.

Sandra P. Winters began the business in November, 1972 and is now located in the Jeffco Airport Executive Building. The business

offers secretarial services to clients and does special typing for non-clients, along with taking messages and answering client telephones.

"We try to be more personal in our approach," Ms Winters said. "We try to be able to answer questions about our client companies and sometimes even take orders over the telephone for them."

Businesses using the service range from manufacturing to real estate to retail. The service has one full time employee and two part time.

Argo seeks new reserves

Argo Petroleum Corp. established its offices in Broomfield in 1972 as an exploration branch office of a California-based independent oil company.

Overseeing projects in areas in Wyoming, Arkansas and Africa, the company seeks out new areas of oil and gas production for the corporation.

George S. Blake is manager of the Broomfield office. The corporation has four employees in its offices at 9769 W. 119th Dr.

Argo Petroleum Corp. was founded in 1963 in California by Dr. Morris S. Frankel.

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