

EAA MILE HIGH CHAPTER



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423-5134

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KIRBY WHITE
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ROY MANEELY
371-3370

NEWSLETTER
KIRBY WHITE
423-5134

VOLUME 13, ISSUE 8, AUGUST, 1990

THIS MONTH: This month's meeting will be held on Saturday, August 11, 1990 at 7:30 P.M. in the Club Room of the Denver Air Center, which is at the junction of the two main roads leading into Jefferson County Airport. The program will be a slide presentation of Oshkosh. If you were there and took some slides or pictures, please bring them to the meeting.

LAST MONTH: With 70 members and guests in attendance, the meeting of July 14, 1990 was called to order at 7:55 P.M. by President Kirby White in the Club Room of the Denver Air Center. The minutes of the June meeting were approved as published in the Newsletter.

Guests: Guests present were Ted Smith of Denver -- who owns a Cessna 170-B, Hugh Wolfe of Denver, Bob Campbell of Arvada, and Ed Carlson of Chesterfield, Missouri.

Treasurer's Report: Treasurer Roy Maneely gave a Treasurer's Report, but I don't have the figures in front of me at this writing.

Old Business: Kirby brought up the Rocky Mountain Regional Fly-In, which had been held two weeks before this Chapter 43 meeting. He said that there was a good turnout of airplanes and people, and the Fly-In was considered a success. He thanked everyone who went to the Fly-In, and especially those who volunteered their time in making sure that all of the necessary items that need to be done to put on the Fly-In were taken care of. Kirby also handed out show judging awards from the Fly-In to three Chapter 43 members who left the airport before the awards presentation. Congratulations to all of the Chapter 43 members who received an award from the Fly-In! The subject of Oshkosh rides and riders was also brought up. Everyone seemed to be set with definite plans already made. Quite a few people said they were going to Oshkosh by a show of hands.

New Business: Kirby talked about two items which were in the July, 1990 Chapter 43 Newsletter which he said we should consider donating part of Chapter 43's treasury balance to. The first was for Ken Strong, who has been very active in several EAA Chapters along the Front Range and also the Rocky Mountain Regional Fly-In. Ken is very possibly facing a liver transplant, and has spent quite a bit of time in the hospital. The second, which Dick Blake talked about in some detail, was for the Littleton High School advanced aeronautics class. The seven students planned to fly to Oshkosh by commercial air carrier and transport their Fisher Classic Biplane in an enclosed van. The airplane was to be on display in the Educational Center and each day the students would be presenting a forum to interested groups. After some discussion

New Business cont: of different amounts, it was motioned, seconded, and approved by those present to donate \$500.00 to the Ken Strong Fund and \$200.00 to the Littleton High School advanced aeronautics class for their trip to Cshkosh. Denise Maneely, with a little prompting, stood and announced that she and Roy were expecting their first child in August. Everyone congratulated them for this upcoming event in their lives. Dean Kloepper informed everyone of a Fly-In in Mexico that he is planning to attend on November 7-11 of this year. He said that anyone interested in more information should contact him during the break. Chuck Ogden talked about a Fly-In in Bartlesville, Oklahoma that is planned for Labor Day Weekend. There will be a number of airplanes leaving from Aurora Airport to go to this Fly-In. Bill Landers brought up the Unlimited Air Races that are scheduled for August 11-12 at Front Range Airport. He wondered if anyone had any more information on the event. Roy Maneely said that he had gone to the Chapman Fighter Aces Museum at Falcon Field in Mesa, Arizona recently. He also visited the Air and Space Museum in Washington, D.C. A real highlight for him was a tour that he scheduled of the restoration shops and storage facility at Silver Hill, Maryland. He recommended all of the museums, but especially the one at Silver Hill, which requires an appointment. Bud Aumann, who lost his medical in May of this year (which was detailed in the May, 1990 Chapter 43 Newsletter), reported that he had gotten it back. He talked a little about what he went through to get it back and some of the correspondence he had with the FAA. He read a letter from Jerry Walbrun of the EAA, whose title is Vice President of Government Policy & EAA Programs. This letter is published in this Newsletter. Bud also said he has been working with Jerry Walbrun and J. Scott Hamilton (a local aviation attorney) to petition the FAA to drop the medical requirement for the Recreational Pilot's License. They want the FAA to show justification for requiring a medical certificate. Bud said that he needs the support of all Chapter 43 members.

Gene's Corner: Gene Horsman read an article from The Aviation Consumer which reported on the findings of an investigation by the EAA of Paul Poberezny. He had been accused by Alfred Scott of financial mismanagement and wrongdoing. The report found Paul to have made some questionable actions, but there was no willful wrongdoing. The entire article is published in this Newsletter so everyone can have a chance to read it. Gene also highly recommended a T.V. show on Channel 6 entitled, "A Piece Of Cake." There are many scenes with Spitfires in it.

Progress Reports: Bud Aumann reported that earlier in the day he had bought a Grumman American AAG Lynx (5D-1) with the original 115 HP engine. It took him alone to go from 4,800' in Grand Junction to 14,000' to go over Berthoud Pass a total of one hour and forty minutes. He plans to completely rebuild the airplane and replace the engine with 150 HP. Earlier in the year, Frank Minor said he was starting a Hatz Biplane project and planned to fly it to Cshkosh this year. Did he finish it in time? Frank said he was close, but was shy a fuselage and four wings and tail feathers. He did finish his hangar at Parkland Estates, though. Doug Bloomberg told everyone that he had gotten a ride in the RV-6a and was very impressed with it. He is seriously considering building one now. Bill Amos reported that Rob Mason is close to sealing the tanks on his RV-4. Bill said that when the time comes, he will be out of town, with no phone nearby! Bill was just kidding.

A&P: The business portion of the meeting adjourned for coffee at 8:40 P.M. After the break, Jim Thompson gave a slide presentation on the Merced, California Antique Fly-In; the St. Francis, Kansas Stearman Fly-In; the Rocky Mountain Regional Fly-In; and air-to-air shots of Dean Cochran's Thorp T-18 and Larry Nagele's Vari Eze and Dave Bieseimer's Sidewinder all in formation in the mountains. Then a videotape was shown of the Rocky Mountain Regional Fly-In, which concluded with the missing man formation in memory of Guy Sheen which was flown by Gene Horsman and Roy Maneely and Bob Miosek and Herrill Davenport.

OPEN HOUSE: Once again this year Colorado Aero Tech will have an Open House. It will be on Sunday, August 19. They will pay \$50.00 for each aircraft that displays from about 11:00 A.M. to 4:00 P.M. In case a storm comes up, the road will be free of cars so everyone can easily get back to the airport. For more information or to sign up, contact Kirby either at the meeting or at 423-5134.

MARKETPLACE: For Sale: Sonerai IIL project, More than 50% completed, Fuselage welded, 1600 cc VW engine core, Must sell, \$2,300.00 or close offer, Trades considered. Bob Ali 466-3083

For Sale: Lycoming O-235 L20 from Grumman American AALC Lynx, 115 HP, 1550 TT on 2000 TBC, Lowest cylinder 72, Firewall forward except mount, \$4,500 with mags or \$3,500 without mags; Also Sensenich 720K-U-52 propeller from above engine, Excellent condition, \$700.00; Also two Escort 110 radios with 360 channels and VCR, One working for \$75.00, One not working for \$25.00. Bud Aumann 933-3026

AVIATION HAPPENINGS: August 11-12, 1990 Unlimited Air Racing and Airshow, Front Range Airport, Call 363-0894 for more information
September 23, 1990 Airshow and Fly-In, Concordia, Kansas

The EAA Report

The findings on Paul Poberezny: Questionable actions, but no willful wrongdoing.

An investigation by the Experimental Aircraft Assn. has largely exonerated its founder and chairman, Paul Poberezny, from allegations of improprieties leveled by EAA member Alfred Scott. (See the June 1 issue of *Aviation Consumer* for a complete account of these allegations.)

However, the report, although clearing Poberezny of "willful wrongdoing," does cite cases of "questionable" actions. As a result, Poberezny has agreed to pay the EAA \$3,500 "to clear the air."

The law firm and accounting firm hired by EAA to conduct the investigation cited "questionable" activities that included (1) the restora-

tion by EAA museum employees of a Piper Cub owned by a friend of Paul's, Jean Kinnaman, and (2) work done on Paul's personal aircraft by EAA employees. The report blames the questionable activities on "an imprecisely drawn line between what are clearly 'EAA' activities and those activities... more properly labeled 'personal,' as well as occasionally inadequate application of controls, sporadically insufficient attention to appearances and, at times, the exercise of arguably poor judgment... rather than conscious malfeasance."

Kinnaman Cub

Concerning the Kinnaman Cub, the report says, "It appears that, after this aircraft was sold to Ms. Kinnaman, it remained in the museum shops for some period of time, during which it was restored. Although it appears that no EAA employees worked on this aircraft during working hours (if an employee had done this, procedures were in place so that he should have so indicated on his time sheets, and no such indications were found) and although it also appears that all invoices for parts and supplies for this project were properly directed

to and paid by Paul Poberezny, it is our opinion that the use of the EAA facility for this purpose was inappropriate."

On the matter of Paul's personal aircraft, the report says, "It appears that a number of Paul Poberezny's personal aircraft projects have been stored in the Mini-Museum. In our opinion, appropriate rental should have been paid by him. In addition, certain EAA employees worked on these aircraft for short periods of time. Specifically, the evidence is that employees worked 49 hours on Paul's Acro Sport during February, March and October



and that they worked 76.75 hours on his C-18S Twin Beech since February, 1987. Evidence we have received indicates that the failure to bill Paul for these hours was an oversight but, whatever the reason, we believe that payment should therefore be made at this time."

Other points touched on by the report:

Poberezny's alleged drinking problem. "Although we have been informed of a number of incidents which might imply occasional problems in this regard, we received no direct evidence thereof . . . We are therefore unable to reach a definitive conclusion on this point."

The report went on to say, ". . . Paul has decided to attend a program at a well-known medical facility to evaluate whether such a problem exists and, if so, to assist him in solving it."

Personal Use of EAA aircraft. "Paul

Poberezny states that all of his hours were, in one form or another, on EAA business, and we have received no evidence to the contrary. On the other hand, it is impossible to prove that there was no personal use, especially because of the fact that Poberezny's role within the organization makes it impossible to draw a definitive line between his 'official' duties and some of his 'personal' activities.

Kinnaman Cub. The report says that it was impossible to determine the value of a J-3 Cub sold by the museum to Paul's friend Jean Kinnaman for \$875. The report notes that the aircraft was insured for \$3,000 at the time of sale, but describes its condition as "a basket case."

Sale of Donated Curtiss Owl. The report concedes that a "mistake" was made in the sale of a Curtiss Owl donated to the museum on condition that the donors have first right of refusal to buy it back. The aircraft was sold without the

donor's knowledge in exchange for cash and a propeller for the P-51 owned by the museum and usually flown by Paul.

Overall, the report concludes, "No evidence has come to our attention to indicate willful wrongdoing on the part of any party."

Whistle-blower Alfred Scott, who started the whole brouhaha, seems satisfied with the report. "I accept the findings. I do so willingly, happily and enthusiastically," he wrote the EAA in reply. Scott later told *The Aviation Consumer*, "I'm glad I did it. I think nothing but good things are going to come of this."

In addition, EAA has since begun a review of its interpersonal relations policies, hired an outside company to act as an intermediary for employee grievances, and promised there would be no retribution against employees who spoke up about workplace problems.

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SATURDAY
AUGUST 18, 1990



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Act. Wends. FAY 9/100
Car. MOA 850, 0129/14 Park
N.E. W. Str. & slickmet. Bea &
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EXPERIMENTAL AIRCRAFT ASSOCIATION

EAA AVIATION CENTER, OSHKOSH, WI 54903-3086 • PHONE: 414/426-4800 • FAX: 414-426-4828

June 12, 1990

Mr. John Aumann
8 Willowleaf Drive
Littleton, CO 80127

Dear Bud:

This will have further reference to your earlier correspondence to us concerning your medical certificate and our contact with the FAA aeromedical personnel.

As we previously discussed, we did travel to Oklahoma City to visit FAA's Civil Aeromedical Institute and the FAA Federal Air Surgeon, Dr. Robert McMeekin, came from Washington and spent the day with myself and the chairman of EAA's Aeromedical Advisory Council, Dr. Buck Wagnon. We had an extremely interesting day and had an opportunity to follow through the processes of the government in working with the special medical certificates. We would have to say that there is a great amount of effort and concern extended on behalf of the pilot in the development of the program as it relates to airmen's special medicals. There is an extensive procedure set up to ensure that every consideration possible is given to the pilot subject to a special medical.

I did have an excellent opportunity to utilize the very interesting material that you had provided anonymously and it came through loud and clear to Dr. McMeekin. In fact, he was very concerned at what appears to be the bureaucratic arrogance of the procedural letters that an individual awaiting his special medical receives. Dr. McMeekin directed his associates to begin investigating better procedures and more friendly and considerate correspondence in dealing with the special medicals. He was in full agreement with the comments that you had outlined.

I've also found, however, that the medical team that evaluates the special medicals is a group of extremely well known, renowned and highly competent physicians who meet and study each case on an individual basis. I would have to state that if there are any questions, it then relies upon your local medical physician to provide the correct information to this medical board in order to assist you in obtaining a special medical. Obviously all medical records are confidential, but I was assured that every consideration is given to each case. We were shown how this process works--step by step, actually visiting the various departments and individuals who are responsible for evaluating the various segments of the medical reports and information. As a

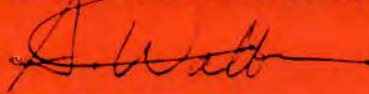
Mr. Bud Aumann
June 12, 1990
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side note, there has been additional emphasis placed on speeding up this process and currently Dr. McMeekin reported that they are within four weeks of response on all of their correspondence.

Once again, thanks for providing us this special information and the opportunity to review some of the conditions faced by the airmen as it relates to the special medical. We certainly wish you good luck on your efforts to regain your medical. Thanks again for your continued support of EAA.

Sincerely,

EXPERIMENTAL AIRCRAFT ASSOCIATION



G. L. "Jerry" Walbrun
Vice President
Government Policy & EAA Programs

GLW:rjm

Page A18 - Atlantic Flyer April 1990



Starship Captains Take Note

by Mike Lemish

Airworthiness Directives have been issued by the FAA affecting the entire fleet of starships registered by the United Federation of planets that appear on the popular *Star Trek* television series. FAA spokesman Phil Udders has stated that the ADs affect both the warp drive engines and transporters. When quizzed why the FAA would issue ADs on these fictionalized creations, Udders said, "Yes we

know it is only a TV program, but upon review it's obvious Scotty has had way too many problems with the engines and transporter. Even though it is only TV, we of the FAA, feel viewers should not get the wrong impression, and that we're prepared for the job in the future. Besides, that guy Scotty is not even licensed!" Shuttlecraft and impulse drive are not affected by the ADs.

April Fools



THE JEFFCO AIRPORT

FREQUENT FLYER

Volume II, Issue II

June 1990

Bulk of Construction Projects Slated for Summer Months

As warmer weather approaches, a number of construction projects will begin at Jeffco Airport. The projects will enhance the services offered at the airport as well as make necessary maintenance improvements.

VOR

The FAA has located a temporary test VOR facility on Jeffco as part of the future air traffic flow system for the new Denver International Airport. As part of the program, the FAA plans to locate a permanent VOR navigational aide between runways 29R and 29L. Jeffco will benefit from the VOR by obtaining several new instrument landing approach procedures. Test results from the flight check will be done within the next month, with a final determination being made for the exact location of the VOR facility.

An environmental assessment will take place through 1991 when construction is scheduled to begin. The permanent VOR facility will be operational in the summer of 1992.

Federal Assistance Grants

The airport has received several grants from the FAA for construction projects. Many of the projects included in the \$1.6 million AIP 12 grant have recently been completed. The north ramp area, served by Turbo West Annex and Denver Air Center, has been completely repaved.

Construction drainage improvements have been made adjacent to Airport Way, next to Denver Air Center. Additional drainage



Construction crews began working on repaving the north ramp area in early June.

improvements will take place later this summer, which will extend the storm drainage system north along Airport Way and under 120th Avenue.

The grant will also cover the repair of a badly deteriorated section of ramp located between the north row of t-hangars and the Port-A-Port hangars.

Other construction improvements will begin in July under the \$410,000 AIP 13 grant. Work includes the construction and lighting of two sections of taxiway "B" which

will result in a full parallel taxiway for runway 2/20. Runway 29L/11R will also be reconstructed and overlaid. Also included under this grant will be work to rehabilitate and upgrade the airport's rotating beacon. An environmental study is being conducted for a new runway to replace the existing 29L. The new runway will be longer, wider and lighted.

For more information regarding these construction improvement projects contact Bob Lohne, Assistant Airport Manager at (303) 466-2314.

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The Manager's Message...

Addressing The Rocky Flats Issue

The proposal to consider prohibited airspace over the Rocky Flats Plant, adjacent to Jeffco Airport, has created quite a controversy. Many of our businesses and based pilots have inquired about the status of this issue.

The deadline for making comments concerning the proposal to the FAA was May 7th. The FAA is currently reviewing the many written comments and public statements made at the public meeting on March 27th. Over 300 people attended this meeting with over 30 people making public comments - all in opposition to this idea.

We are continuing lobbying efforts through our Congressmen to influence this decision and to ask for an immediate answer. This proposal has already resulted in the loss of a new corporate hangar.

The final decision in this matter rests with the FAA in Washington, DC. We need your help more now than ever. Anyone that has an interest in Jeffco Airport's future should contact the FAA Administrator and Secretary of Transportation and ask that this proposal not be considered further and to make this decision quickly.

If the proposal is enacted Jeffco Airport will lose its current ILS and future runway and ILS, lose a new VOR programmed to be installed mid-1992, cease to be designated as a Reliever to Stapleton and the associated higher level of Federal Funding, and compress the Western VFR flight corridor to less than 2 miles wide - a very serious safety problem.

The FAA is currently reviewing the comments for a final decision. Please write Department of Transportation, Secretary of Transportation, Mr. Sam Skinner, 400 7th Street, SW, Washington, DC 20590 and the Federal Aviation Administration, Administrator, Admiral James B. Busey IV, 800 Independence Avenue, SW, Washington, DC 20591 and advise them that our air transportation system cannot afford to lose a General Aviation Reliever Airport and that safety will be severely compromised. It will be the beginning of the end for Jeffco Airport if this proposal is not stopped. HELP!!

Dave Gordon
Airport Manager

Wings West Magazine Focuses on Travel and Safety

The offices for *Wings West* magazine have been located at Jeffco Airport since it was founded in 1985 by Babette Andre'. The magazine has a circulation of 20,000 and concentrates on serving the Western states but has subscribers in all 50 states and five countries, including Saudi Arabia and Australia.

The publication focuses on travel and safety for active pilots. "Rather than going head to head with other aviation publications, we focus more on exciting places to fly, what to do and how to fly there safely," said Jack Igoe, publisher.

Jack Igoe joined *Wings West* in 1988 as marketing director and has recently taken over the responsibilities of publisher. Jack spent 20 years in the computer industry including a stint at Storage Technology. He earned his pilot's license and bought a plane while he was consulting for the computer industry. When he heard that Babette Andre was looking for a partner he made the switch from consulting to *Wings West*.

Babette Andre' was recently awarded an Aviation Journalism Award by the National Air Transportation Association (NATA) at their annual convention and trade show in Kansas City, MO. Babette has been a professional writer and in media for more than 25 years. She has written for dozens of local, regional and national publications and organizations. In the past 10 years, she has helped create nine publications and periodicals and has contributed to other established media.

Together, Jack and Babette started the Preferred Pilot Network which is unique to the industry. The program provides discounts on fuel at over 135 FBOs in over 40 states. Members are issued a card with their paid subscription to *Wings West*. "The members can recoup their subscription cost many times over with the savings they will receive on fuel at the participating FBOs," said Jack.

For more information call (303) 460-9464.

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U.S. Forest Service Helps Control Forest Fires



The 1942 PB4Y2 Navy Airtanker arrived at Jeffco Airport in early June.

During the hot summer months the sights and sounds of the Airtanker circling Jeffco Airport are familiar to many of us. The Airtanker (slurry bomber) is located at the U.S. Forest Service substation at Jeffco Airport for 90 days each summer to help combat forest fires in the region.

The Jeffco Airport substation has been located here for the past seven years and covers a region which includes Colorado, Wyoming, Nebraska, Kansas and South Dakota. They also offer support for nearby regions.

The role of the U.S. Forest Service Department is to coordinate firefighting activities for the Bureau of Land Management, National Park Service and Public Lands. Workers dispatch aircraft which includes two Beechcraft Barons, one Queen Air, a helicopter and the Airtanker.

"The value of the property saved is in the millions of dollars," said Kris Damsgaard of the U.S. Forest Service. "However, it's difficult to put a price on the wildlife, trees and other natural resources saved by our efforts."

For more information regarding the U.S. Forest Service substation please contact Kris Damsgaard at 650-7925.

Executive Hangars Available

Eight executive hangars are currently available for lease or purchase. The executive hangars may be customized to fit your individual needs. Custom features include office facilities, flight and/or pilot centers, automatic garage doors for passenger cars and skylights. The hangars are scheduled for construction early this summer. The hangars measure 60' wide by 56' deep. For more information contact Mike Siegrist, Siegrist Construction Company (303) 289-6441.

Aviation Attorney Publishes Book

J. Scott Hamilton, an attorney specializing in aviation law has recently published a book entitled Practical Aviation Law. The Iowa State University Press, which is well known in aviation circles for publishing a variety of popular and respected texts, including the William Kershner series of flight manuals, has entered into an agreement to publish an aviation law teaching system developed by Jeffco Airport Executive Office Building tenant J. Scott Hamilton. The work includes a textbook, a student workbook and related teaching materials for classroom use.

The teaching system is intended for use in college and university undergraduate level aviation law courses for students pursuing careers in aviation management or as professional pilots or aircraft mechanics, and the text will also be marketed as a basic reference work to the aviation industry.

Topics covered include: Federal Aviation Administration regulations and enforcement, medical certification of aviators, liability for aircraft accidents, aviation business organizations, aviation insurance and exculpatory contracts, aircraft sales and leases, airports, airspace and airline labor law. As the title suggests, the text views the subject matter from the standpoint of practical application to avoid common legal pitfalls. "An appropriate subtitle might be 'How to Avoid Aviation Lawyers and When to Call One'," said Scott Hamilton.

Hamilton is an attorney with 18 years experience who limits his practice to aviation law. He also teaches aviation law at the University of Denver, College of Law and aviation law and risk management in the Aerospace Science Department at Metropolitan State College in Denver.

An aircraft owner, pilot, skydiver and former green beret, Hamilton earned his Bachelor's Degree in Economics and Business at Hendrix College in 1967, a Juris Doctor from the University of Denver in 1971, and the Master of Laws (LL.M.) from the Institute of Aerospace Law at Southern Methodist University in 1972. He has published hundreds of articles in legal and aviation publications and was inducted into the Colorado Aviation Hall of Fame in 1988.

His law firm is based at Jeffco Airport, having moved here from Stapleton International Airport about five years ago. Scott can be reached at (303) 466-7315.

Welcome Colorado Aircraft Services, Inc.

Please join us in welcoming Colorado Aircraft Services, Inc. to Jeffco Airport. The business specializes in aircraft maintenance and technical services, parts sales and aircraft loss management including; retrieval, repair, rebuilding and investigation. The business can be reached by calling Peggy Prince or Doug Stimpson at (303) 466-2800.

Just The Facts . . .

Storage space is now available for rental. Outdoor storage is available for heavy equipment and indoor storage space is available in various sizes. Please call Traci Lutz at 466-2314 for more information.

For the convenience of our tenants there is a **Port-a-let** sanitary unit at the north end of the first row of T-hangers for those "after a long flight" necessities.

The number of operations for January-April 1990 are up almost 14% from the same time period last year.

Just a reminder -- our four-legged friends should be on a leash at all times and should not be on the ramp, taxiways or runways.

Jeffco Airport can be reached at (303) 466-2314.

14th Annual Denver-Jackpot Air Classic Will Depart From Jeffco

Beginning at 7:00 a.m. on Saturday, July 14 the Jeffco Tower will be busy as 30 to 40 aircraft depart from the airport on the 14th running of the Colorado Pilots Association sponsored annual air classic.

Participants for the event are expected to start arriving on the airport as early as 5:00 a.m. Both Turbo West and Denver Air Center will have trucks standing by for fueling (including Mogas) and will offer discounted fuel prices for this event. Starting at 5:30 a.m., the Jeffco Airport Authority will host a continental breakfast in Hangar B-8. The registration desk also opens at 5:30 a.m. Pilot briefings begin at 6:00 a.m. and by 7:30 a.m. the airport should resume normal operations.

It's an exciting event. For those unable to participate, come watch the fun. For additional information contact Bruce Hulley at (303) 344-2843 or Sonny Elgin at (303) 361-9365.

Jeffco Airport Service Directory

AirWest Flying Club

Bob Rossier
(303) 466-1718
Jeffco Airport, Hangar B-8
11705 Airport Way
Broomfield, CO 80021

Colorado Aircraft Services

Doug Stimpson
(303) 466-2800
9636 Jeffco Airport Ave.
Hangar 42
Broomfield, CO 80021

Denver Air Center

Roger Carpenter
(303) 466-2336
11915 Airport Way
Buildings 2 and 3
Broomfield, CO 80021

Executive Air Maintenance

Ben Watkins
(303) 466-3771
11675 Airport Way, #B11D
Broomfield, CO 80021

Flying Deli Delights

Bill & Stella Fletcher
(303) 460-9079
Jeffco Airport, Hangar B-8
11705 Airport Way
Broomfield, CO 80021

Freedom Avionics

Gene Shriver, Bob Caswell
(303) 469-5633
Jeffco Airport, B-3
11915 Airport Way
Broomfield, CO 80021

Hoffman Pilot Center

Harry LaForge
(303) 469-3333
Jeffco Airport
Executive Bldg, Suite 7
Broomfield, CO 80021

Hamilton, J. Scott

Aviation Attorney
(303) 466-7315
Executive Building, Suite 1
Broomfield, CO 80021

Mile High Flight Training

Paul Dickson
(303) 465-3665
Jeffco Airport
Executive Building, #14
Broomfield, CO 80021

Turbo West

Gene Langfeldt
(303) 469-6671
10656 W. 120th
Broomfield, CO 80021

Wind Song Aviation

Rod Tipton
(303) 469-5858
11750 Airport Way, #B-12D
Broomfield, CO 80021

Wing's West

Babette Andre
(303) 460-9464
Jeffco Airport, Hangar B-8
11705 Airport Way
Broomfield, CO 80021



Chapter 43 Newsletter
c/o Kirby White
8780 West 90th Place
Westminster, CO 80021



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