



**Broomfield Guest House**  
 9009 W. Jeffco Airport Avenue  
 Broomfield, CO 80021  
 (303) 469-3900

**Business Travel**

- Weekend Retreats, Small Conferences, Seminars
- Corporate Lodging: Special Rates Available

**Pleasure**

- Weekend Getaways, Honeymoons, Anniversaries
- Special Weekend Rates Available

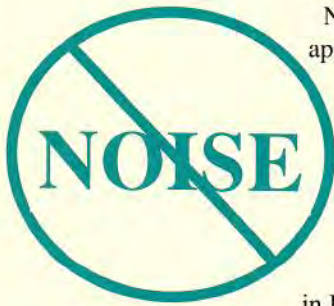
*A Small, Quiet Country Inn, Providing European-Style Lodging*

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 Jeffco Airport, Hangar B-4  
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**Hoffman Pilot Center**

Harry LaForge  
 (303) 469-3333  
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 Executive Bldg, Suite 7  
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 Terminal Building B-7  
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(303) 466-1714  
 (800) 888-3995  
 10851 W. 120th Ave.  
 Broomfield, CO 80021

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Doug Stimpson  
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 Hangar B-8  
 Broomfield, CO 80021

**Turbo West**

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

**Executive Air Maintenance**

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

**Wings West**

Babette Andre  
 (303) 460-9464  
 11705 Airport Way  
 Hangar B-8  
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## The Manager's Message...

I am pleased to be writing this first Manager's Message of 1991. I feel encouraged by the success of the airport last year and am even more optimistic for 1991. All indications are that we will experience more growth activity in 1991 than ever before. And many of these projects will provide direct benefits to our customers.

We have completed an environmental study to construct a new runway 29L. The old 29L will become a taxiway for the new runway which will be 7,000 feet long, 75 feet wide and lighted. This will give Jeffco an excellent secondary runway for occasions when the main runway is unusable and also provide a better runway for student training. Work on this runway will start this Fall when FAA funds become available.

We are also negotiating with a builder to construct several executive size hangars and smaller individual hangars this summer. The hangars would be available for lease to the public. This will provide another service to aircraft owners and pilots since hangar availability on Jeffco is scarce at best.

The Airport Authority is also starting the design process to build a new terminal building for Jeffco. This building will be used for airport administration, conference/meeting rooms, FBO line service, and counter space for charter, sales, etc. We are very excited about the potential for this building. I believe it will provide the public and aircraft owners/pilots a much needed meeting place on the airport and enhance our image.

Other airport improvements this summer will include a new taxiway "C"harlie on the west side of runway 2/20 to serve new hangars, an overlay of taxiway "B"ravo, relocation and upgrading of the airport's electrical vault, delivery of our new high speed snow blower, repaving some T-Hangar areas and new taxiways in the East Hangar Area to accommodate new hangars.

As you can see, 1991 will be a busy year. We look forward to these improvements and the benefits they will offer you. Please let us know how we can be of further service to you.

Dave Gordon, Airport Manager

## Colorado Cracks Down On Flying Under the Influence

One of the nation's most comprehensive Flying Under the Influence laws became effective in Colorado on July 1, 1990. Under the new law, local enforcement officers can conduct blood alcohol tests or have tests conducted if they suspect alcohol or drugs is involved in an incident. Previously law enforcement officials could only put violators into detoxification and were unable to press charges or prosecute.

"The law is there to prevent people from being hurt or killed. We simply want to eliminate the problem before anything happens," said Jefferson County Deputy Chris Franz of the Sheriff's Department Aviation Unit.

The Colorado law applies not only to pilots but also includes the flight crew and any person in reach of the controls. Other aircraft such as hang gliders, ultra-light, and hot air balloons are also included under the new law.

The penalties for Flying Under the Influence are much the same as Driving Under the Influence. A blood alcohol level of .04 is considered Flying Under the Influence. Although a FUI is considered a misdemeanor it carries fines of up to \$1000 and a maximum penalty of one year in jail. The courts also refer violators to Alcohol and Drug Education classes. The Colorado Courts cannot pull pilots certificates and licenses, however a copy of the report will be sent to the FAA. The FAA may then conduct a hearing to decide whether a pilot can keep their certification.

If you ever encounter a person who appears to be intoxicated and attempting to fly an aircraft please call the local authorities.



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as well as Avionics training  
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Jefferson County Airport  
for more than 25 years.



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# Tips For Spring and Summer Flying

## Real Multi-Engine Training

by Harry LaForge, Hoffman Pilot Center

Ask yourself - after I spend effort and money to get the multi-engine rating - will I *really* be able to fly twins safely?

In recent years, multi-engine training, operations and safety have been eroded by the marketing and use of the so-called light, light twins. These twins are not unsafe, but the light, light twins have significantly different emergency single-engine operation characteristics than the many conventional models of twins which the pilot will fly after training.

The pilot's certificate with multi-engine rating reads: "Airplane Multi-Engine Land" (AMEL), regardless of the make and model in which trained. The pilot may feel competent to fly multi-engine airplanes when, in reality, only the minimum standards in a light, light twin have been met.

The problems with training in advanced airplanes are compounded by numerous complex systems and significantly higher operational airspeeds. Especially in twins, the asymmetrical thrust following engine failure and the subsequent loss of control can be catastrophic. To safely utilize the performance of these airplanes, pilots should be taught to thoroughly understand these systems, not merely operate them.

The National Transportation Safety Board (NTSB), in a study analyzing light twin accidents for the period of 1972-1976 said, "Accidents following engine failure in light twins generally involve a lack of proficiency in responding to these emergencies. Often these accidents involve some degree of panic, probably related to inadequate immediate recall of the exact emergency procedures or lack of confidence in one's ability to execute the emergency procedures. These symptoms are indicative of insufficient recurrent training in engine failure emergencies."

The FAA sets minimum requirements for the multi-engine rating check-ride and an FAA Advisory Circular (AC-61-9B) sets "guidelines" for multi-engine initial training, but there is no minimum hour requirement for the multi-engine rating.

Hoffman Pilot Center, Inc., offers training in a Beechcraft Baron, which is considered a true light twin trainer. We emphasize the understanding of the systems and their operation and how they may differ from other models. Our instructor are Airline Transport Pilot certified and/or qualified and they teach the material - not just the test.

For continued safe operations, multi-engine training must not stop with the check-ride, but should be a professional and life-long pattern. Hoffman Pilot Center, Inc., can train you and keep you safe through the years, with periodic recurrent training in procedures which are all too often forgotten, unless practiced.

Remember, Safety Is No Accident!

## Spring Maintenance Check

by Ben Watkins, Executive Air Maintenance

Now that winter is slowly coming to a close and that good flying weather is coming back, here are a few maintenance tips to keep in mind:

1. Change oil to higher weight if using straight weight oils.
2. Remove winterization plates and/or kits.
3. Check tire pressure.
4. Check landing gear strut pressure.
5. Check wheel fairings for ice and snow damage.
6. Check brakes, especially if they are normally covered by wheel fairings.
7. Check and dress out any nicks on propeller leading edges (if you are not sure how to do this, have your A&P mechanic help you).

For aircraft that are normally tied down outside and subjected to the high winds that we have along the front range, special attention to these items should be noted:

8. Clean or replace induction air filters.
9. Check for any possible control surface damage.
10. Fuel tanks should be kept topped off for temperature inversions and check fuel cap seals and o-rings for proper sealing.

Your A&P mechanic will be happy to help you if you have any questions, so enjoy and have a safe flying season.

Executive Air Maintenance is located east of Hangar B8 at Hangar B11D. Executive Air has a full staff of highly qualified A&P mechanics to serve your needs on all single and twin engine piston aircraft. Executive Air also specializes in dope and fabric repairs and high performance aerobatic aircraft.

"We have built our reputation on quality, perfection and honesty," said Ben Watkins, Director of Maintenance, and emphasizes, "When an aircraft leaves my shop it must be mechanically perfect; and the owner feels satisfied with the maintenance that has been performed on his or her aircraft."

Ben Watkins can be reached at (303) 466-3771. Hours of operation are Monday through Saturday, 8:00 a.m. to 5:00 p.m.



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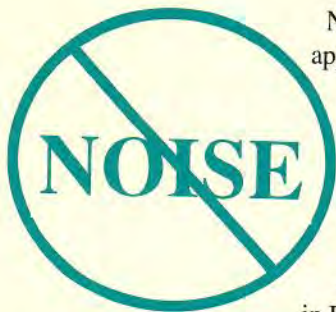
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